VILLAGE OF ANMORE

OFFICIAL COMMUNITY PLAN

VILLAGE OF ANMORE

TOWARDS A SUSTAINABLE FUTURE

This is a consolidated copy of the Village of Anmore Official Community Plan Designation Bylaw No. 532-2014 provided for CONVENIENCE only.

1. Village of Anmore Official Community Plan Designation Bylaw No. 532-2014
2. Village of Anmore Official Community Plan Amendment Bylaw No. 576-2018
3. Village of Anmore Official Community Plan Amendment Bylaw No. 590-2019
4. Village of Anmore Official Community Plan Bylaw Amendment No. 726-2026
5. Village of Anmore Official Community Plan Bylaw Amendment No. 722-2025

For copies of individual bylaws, please contact the Manager of Corporate Services.

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Foreword and Acknowledgements

This Official Community Plan Update is the outcome of a full year of research, public participation and planning. Many individuals and groups contributed to the development of the ideas and policies herein. The authors are grateful to everyone who provided interest, perspective, and support. In particular, we wish to recognize the following people for the exceptional amount of time and energy they invested in the planning process.

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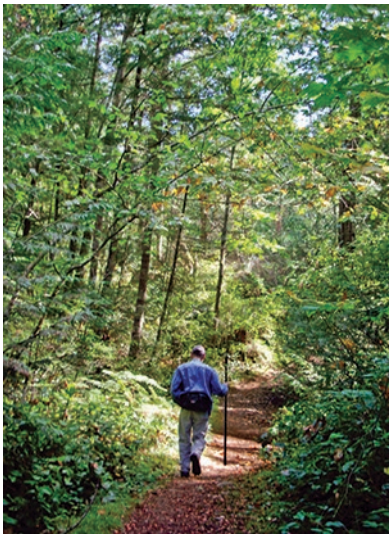
The successful implementation of the Official Community Plan Update is dependent on the continued collaboration of individuals, organizations and government bodies. Working together, the results of this collaboration will build a strong, sustainable future for Anmore.

Respectfully submitted,

CitySpaces Consulting Ltd.
September 2014

1. INTRODUCTION AND CONTEXT



Anmore has one of the most spectacular settings in Metro Vancouver – perched on the North Shore mountains, it is a community surrounded by nature. Many who live here, whether new or long-time residents, cannot imagine living elsewhere. Lush forest, starlit nights and misty mornings help define the ambience of the community.

In reflection of its semi-rural character, the Village of Anmore ("the Village") aspires to slow growth, largely in step with the prevailing settlement pattern. Unlike its near neighbours – Port Moody and Coquitlam – the Village is not planning for significant change but remains open to innovative proposals and forms of "small density" development in specific areas within the Village where appropriate ***(BYLAW NO. 726-2025).***

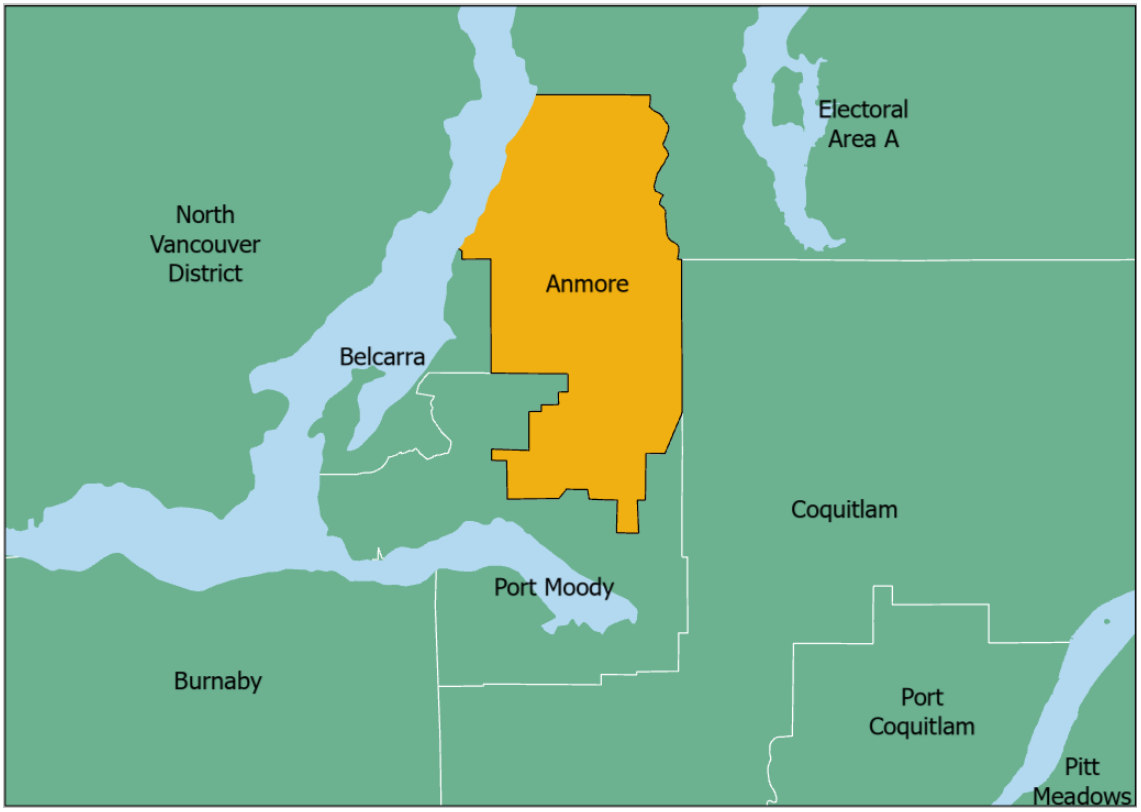
OUR COMMUNITY PROFILE

ANMORE AND THE METRO VANCOUVER REGION

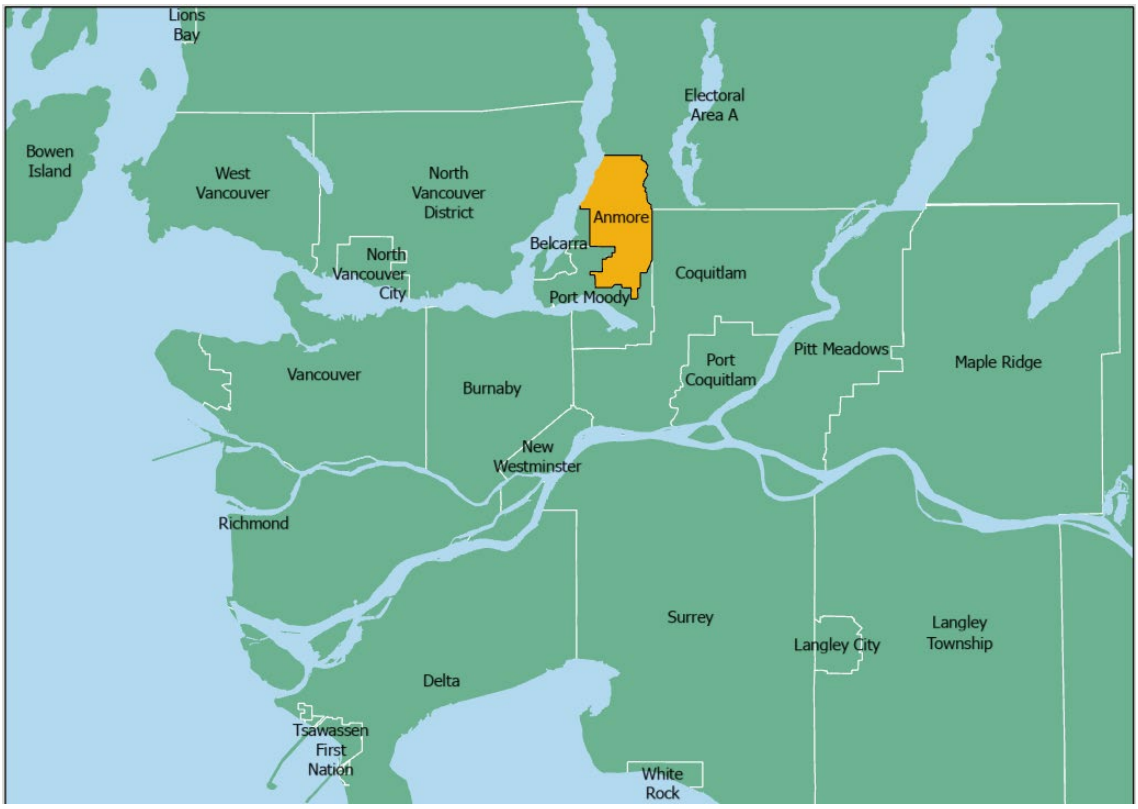
Metro 2050 forecasts that over the next 30 years, Metro Vancouver will need to accommodate approximately one million more residents. A significant amount of this growth is anticipated to be focused in Urban Centres and Frequent Transit Development Areas. As a small rural community, Anmore is not expected to absorb a significant portion of this regional growth ***(BYLAW NO. 726-2025)***.

The Metro Vancouver Regional Growth Strategy (Metro 2050) sets out land use policies intended to focus regional growth within urban service areas, supported by transportation networks, regional infrastructure and community services. Anmore is identified in the RGS as a rural community and is not expected to absorb a large proportion of regional population growth (0.2%), or be connected to regional services, as it is primarily outside the Urban Containment Boundary (UCB). The areas located within the UCB are included on Map 1 of Appendix A which forms part of the Regional Context Statement ***(BYLAW NO. 726-2025).***

The two maps on the following page show Anmore in the context of its neighbouring municipalities, and within the context of Metro Vancouver.



Map 2: Anmore and Nearby Municipalities



Map 1: Anmore in a Regional Context

OUR ENVIRONMENT

Located within the Coastal Western Hemlock Biogeoclimatic Zone, the local topography is characterized by steep slopes, mature forests, creeks and wildlife habitat. Much of the Village's land area is dedicated as park or environmentally sensitive and remains largely undeveloped.

Significant parks and natural areas include Say Nuth Khaw Yum Provincial Park ***(BYLAW NO. 726-2025)***, Buntzen Lake Recreation Area, and the watersheds of salmon-bearing Mossom creek, North Schoolhouse creek and other smaller watercourses, some of which provide drinking water to residents. The ecology of these areas supports a wide variety of wildlife, including habitats for bears, deer, birds, fish, amphibians and other flora and fauna.

OUR POPULATION, HOUSING AND EMPLOYMENT *(BYLAW NO. 726-2025)*

Although Anmore's population growth has been low in relation to some other municipalities, it has experienced fairly steady growth since 1999 - when the Village had 1,000 residents ***(BYLAW NO. 726-2025).***

When the OCP was adopted in 2005, Anmore's population was about 1,800. The 2011 Census of Canada reported a population of almost 2,100 – an average annual growth rate of three percent. The median age of the population was 40.9 years, slightly older than Metro Vancouver at 40.2 years.

- Anmore is a family-oriented community, attracting residents who value the outdoors and the friendly, semi-rural lifestyle. In 2011, more than 25% of the population were 17 years or younger, a much higher proportion of children and youth than Metro Vancouver at 19%. The average number of persons per family were 3.3, compared to Metro Vancouver's 2.9. ***(BYLAW NO. 726-2025).***
- Anmore's residents in 2011 also had higher annual incomes than Metro Vancouver as a whole. In 2010, the median family income was $160,038 compared to $63,347 for Metro Vancouver as a whole (***BYLAW NO. 726-2025).***
- Seventy percent of dwellings in 2011 were single-detached. The remainder were semi-detached or duplex. There were no townhouses or apartments at that time ***(BYLAW NO. 726-2025).***
- Most residents in 2011 owned their homes; only 12% of households were rented. The majority of property owners in 2011 were between the ages of 35 and 44, followed by those aged 45 to 64. Among those who rented, the typical age-range was between 45 and 54 ***(BYLAW NO. 726-2025).***
- The most recent Census was completed in 2021. It indicated that Anmore's population grew from 2210 people in 2016 to 2,356 people in 2021 up by 6.6% ***(BYLAW NO. 726-2025).***
- It is estimated that Anmore's 2025 population is 2,604 people and the total number of dwelling units is 814 units based on a medium growth scenario by Metro Vancouver ***(BYLAW NO. 726-2025).***
- It is estimated that Anmore's 2026 employment is 785 jobs by Metro Vancouver. Employment projections to 2030, 2040 and 2050 based on a medium growth scenario are: 2030- 862 jobs; 2040 – 995 jobs; and 2050 – 1099 jobs ***(BYLAW NO. 726-2025).***

Other Selected Indicators	Anmore	Vancouver CMA
Did not move between 2006 and 2011	67%	54%
University Degree	32%	24%
Labour Force Participation	74%	67%
Worked at Home	15%	8%
Public Transit to Work	13%	20%
Commuting Time (minutes)	30.3	25.6

OUR EXISTING LANDUSE

Since the first homesteaders settled in the area, the settlement pattern has consisted of homes on large lots, typically one acre, and on individual septic sewage systems. Considerable park and conservation areas further contribute to a semi-rural character, while services and urban amenities are accessible in neighbouring municipalities.

The predominant land uses are environmental, followed by residential. There are currently only two commercial uses – the Anmore Grocery Store and the Anmore Camp and RV Park – plus home-based businesses. Institutional uses include the Anmore Elementary School, Eagle Mountain Middle School, Village Hall, firehall and public works yard.

The former Imperial Oil Lands (IOCO Lands), located in the southwest of the Municipality, are identified as a Special Study Area in the OCP and RGS. Special Study areas are areas identified by a municipal Council that require further study prior to the consideration of potential land use and regional land use designation changes ***(BYLAW NO. 726-2025).***

It is anticipated that any planning for these lands will be through a separate and comprehensive process, involving the community to discuss questions relating to land use and density, environmental attributes, parkland potential, servicing requirements, transportation and community amenities ***(BYLAW NO. 726-2025).***

OUR FINANCIAL SUSTAINABILITY

Unlike many Metro Vancouver municipalities, nearly all of Anmore's revenue comes from residential property tax. Thus, the Municipality is limited in terms of the revenue that can be generated, without raising property taxes to fund road maintenance, street lighting, water system repairs or replacement, and other significant capital and operating expenditures.

Annual property tax is a significant expenditure for property owners. In addition to funding municipal services, taxes also fund services provided by Metro Vancouver and School District 43. The sidebar table shows the average property taxes in 2012 for selected municipalities.

In 2013, the Village commissioned a Financial Sustainability Plan[1], to assess Anmore's long-term financial sustainability. Currently, the Village's financial reserves are not sufficient to cover current infrastructure replacement costs, nor anticipated future costs. The Plan examined alternative development scenarios to determine what development characteristics would be most conducive to achieving financial sustainability. The consultant's main conclusions that are most relevant to this OCP were to:

- Encourage faster rates of development in the short term;
- Be flexible with respect to lot size restrictions to suit market demand, while preserving the semi-rural character;
- All else being equal, support denser forms of development; and

[1] Vann Struth Consulting Group Inc. Village of Anmore Financial Sustainability Plan, 2013

FOUR KEY BACKGROUND PAPERS:

- OCP Update Process: provided an introduction to the process and explained the importance of an OCP to the community.
- Population Profile: outlined the growth trends and changes experienced amongst the Anmore population since the last OCP was updated in 2005.
- Parks & Environment Profile: identified the many connections between the Village and the surrounding natural setting, in relation to our parks and outdoor interests.
- Land Use Profile: described the various forms and types of development that exist currently in the Village, along with implications to affordability and population change.

Municipality	Average Annual Property Tax Per Lot in 2012
Anmore	$5,000
Port Moody	$5,000
Belcarra	$4,000
Avg. Metro Vancouver	$4,800

PROVINCIAL GOALS: *LOCAL GOVERNMENT ACT*

In addition to sections specifically related to an OCP, the *Local Government Act* encourages an OCP to "work towards the purpose and goals" referred to in Section 428 to the extent it deals with these matters ***(BYLAW NO. 726-2025).*** There are 14 statements:

- avoiding urban sprawl and ensuring that development takes place where adequate facilities exist or can be provided in a timely, economic and efficient manner;
- settlement patterns that minimize the use of automobiles and encourage walking, bicycling and the efficient use of public transit;
- the efficient movement of goods and people while making effective use of transportation and utility corridors;
- protecting environmentally sensitive areas;
- maintaining the integrity of a secure and productive resource base, including the agricultural land reserve;
- economic development that supports the unique character of communities;
- reducing and preventing air, land and water pollution;
- adequate, affordable and appropriate housing;
- adequate inventories of suitable land and resources for future settlement;
- protecting the quality and quantity of ground water and surface water;
- settlement patterns that minimize the risks associated with natural hazards;
- preserving, creating and linking urban and rural open space including parks and recreation areas;
- planning for energy supply and promoting efficient use, conservation and alternative forms of energy; and
- good stewardship of land, sites and structures with cultural heritage value.

- Monitor growth to avoid crossing the 5,000 population threshold that would trigger significant policing costs and likely add to other infrastructure costs.

WHAT IS AN OFFICIAL COMMUNITY PLAN?

The Official Community Plan (OCP) is a community's policy foundation and is intended to provide a long-term strategy to guide decisions about land use, parks, environment, infrastructure, transportation, financial and social issues, and how to grow sustainably. While an OCP contains policy statements about how development should occur, other Village Bylaws, notably the Zoning Bylaw and the Subdivision Bylaw, regulate the details of land development ***(BYLAW NO. 726-2025).***

The OCP provides guidance, but not absolute certainty, about the future use of land and municipal services. As circumstances warrant, the Village may amend the Plan. The OCP must respect the jurisdiction of other levels of government and other public agencies.

The process of updating the OCP provides an opportunity to ensure that current policy and community values are aligned. The process of updating the OCP also acts as a platform for creative dialogue on current community issues and thinking about the future.

Section 472 (1.1) (a) requires that the Village adopt an Official Community Plan. An Official Community Plan must include statements and map designations for the area covered by the plan respecting the following ***(BYLAW NO. 726-2025)***:

- the approximate location, amount, type and density of residential development required to meet anticipated housing needs over a period of at least 20 years;
- The approximate location, amount and type of present and proposed commercial, industrial, institutional, agricultural, recreational, and public utility land uses;
- The approximate location and area of sand and gravel deposits that are suitable for future sand and gravel extraction;
- Restrictions on the use of land that is subject to hazardous conditions or that is environmentally sensitive to development;
- The approximate location and phasing of any major road, sewer and water systems;
- The approximate location and type of present and proposed public facilities, including schools, parks and waste treatment and disposal sites
- Policies respecting affordable housing, rental housing and special needs housing; and
- Targets for the reduction of greenhouse gas emissions in the area covered by the OCP and policies and actions of the local government proposed towards achieving those targets.
  (BYLAW NO. 726-2025)

THE OFFICIAL PLAN UPDATE PROCESS (BYLAW NO. 726-2025)

The Anmore Advisory Planning Commission provided helpful guidance and advice throughout the planning process. The planning process involved a number of steps, beginning on May 16, 2012:

- Following the Advisory Planning Commission's review of the current OCP, four background research papers were produced to describe emerging demographic, economic, land use, and environmental trends. The intent of the papers was to communicate the current benchmarks within the community and to identify for subsequent discussion how things may have changed since the last OCP was adopted. The papers were circulated in print format and posted on the Village's website.
- A web presence was developed at www.anmoreocpupdate.com to complement the Village's website and provide information specific to the OCP Update process.
- In June 2013, an interactive event with Grade 4 and 5 students at Anmore Elementary was undertaken by members of the Advisory Planning Commission and the Village Council to draw a youth perspective into the OCP Update process. The students were introduced to what an OCP is, and its importance for making decisions about the future of the community. Students participated in visioning and mapping exercises which asked them to think about their favourite places and activities in the Village.
- A workshop with an Age-Friendly Working Group was hosted by the Village in April 2013 to discuss Age-Friendly planning principles, with a focus on understanding local demographic trends and identifying issues and opportunities in Anmore.
- A display table at the Village's Volunteer Appreciation Night in June 2013, with information on the OCP Update and a feedback questionnaire.
- An OCP Visioning Fair, held in 2013, offered the community an opportunity to discuss emerging trends, and begin to develop a vision for the future of the community. Representatives from the Advisory Planning Commission, Consultant team and the Financial Consultant were available to answer questions and facilitate idea and input gathering through several interactive activities. Activities included: interactive games tied to the Financial Sustainability Plan in which residents were asked to outline their fiscal priorities through the use of provided "Anmore Dollars"; a graffiti table and picture wall to help residents articulate what defines Anmore's semi-rural character; and more traditional methods of gaining community insights such as sticky note messages and a feedback questionnaire.

  The results of the feedback questionnaire, distributed at the Visioning Fair, were very helpful in developing a draft OCP. Sixty-three questionnaires were collected, with the following topics ranking as most important among the respondents: engaging the community in visioning the future of the IOCO Lands, establishing appropriate levels of

OCP Backgrounders

Elementary Perspective Drawing

OCP Visioning Fair

"Anmore Dollars" Activity

property taxation and services, and protecting the natural ecosystems and biodiversity.

- In November 2013 the Village hosted two Open Houses to present the key policy directions proposed for the OCP update to gather feedback from residents. Open House #1 focused on Land Use and Financial Sustainability, with the findings from the Financial Sustainability Plan presented and discussed. Open House #2 focused on Community Well-Being, Infrastructure, Municipal Services and Greenhouse Gas Emissions.
- Throughout the update process, the Advisory Planning Commission provided insight and guidance into policy directions.

Provincial Housing Legislation and amendments to the Local Government Act and the Official Community Plan (BYLAW NO. 726-2025)

The Province of British Columbia in 2022 and 2023 made several amendments to the Local Government Act referred to as the Local Government Housing Initiatives, which included new regulations regarding Small Scale Multi-Unit Housing, Proactive Planning, Development Finance Tools and Transit Oriented development areas. This suite of initiatives is aimed at increasing housing supply in BC communities.

The province requires that municipalities review and update their Official Community Plans to ensure that statements, maps and land use designations facilitate the number of housing units identified as being needed in each community's Housing Needs Report.

Metro 2050 – Regional Growth Strategy (BYLAW NO. 726-2025)

The Metro Vancouver region's Regional Growth Strategy, Metro 2050, was adopted on February 24, 2023. It is the regional federation's collective vision for how growth will be managed to support the creation of complete, connected, and resilient communities, while protecting important lands and supporting the efficient provision of urban infrastructure like transit and utilities. The *Local Government Act* stipulates that member jurisdictions must prepare and submit a regional context statement within two years of the adoption of a regional growth strategy.

This 2026 amendment has been necessitated by the Provincial Housing Legislative amendments as well as the adoption of Metro 2050.

2. GROWTH MANAGEMENT STRATEGY

As an Official Community Plan is intended to provide a general framework about future land use, development and services, the key element of the Plan is the strategy by which future growth is to be managed. Even though Anmore is not expected to absorb a significant portion of regional growth, it is anticipated that by 2041 our current population of about 2,200 will almost double to an anticipated build-out population of approximately 4,000 residents. This overall growth threshold remains unchanged from earlier targets determined by the Village and Metro Vancouver. Further, it is anticipated that over the next 5 – 10 years and beyond, development activity in the Village will be limited to residential dwelling units. Therefore, the strategy outlined in this Section focuses on managing the new residential growth expected up to the Village's build out.

An update to the OCP was completed in 2026 to comply with Provincial Housing Legislation introduced in 2023. Although the 2026 update maintained the current land use vision for the Village, provincial legislation introducing new housing forms may influence both the overall growth trajectory and the timing of development within the Village. It is anticipated that a comprehensive review of the Growth Management Strategy will be undertaken in conjunction with a complete update of the OCP ***(BYLAW NO. 726-2025).***

GROWTH MANAGEMENT STRATEGY

Between 2006 and 2011, the number of dwelling units in the Village increased by 110, which is generally considered as moderate to high growth in relation to previous years. Extrapolating such figures and comparing growth rates to those across the Metro Vancouver Region suggests that Anmore had the highest rate of growth in that period. The strong demand for housing experienced in the past is not as prevalent today. Nevertheless, given the unique lifestyle and housing opportunities present in Anmore, it is expected that housing demand in Anmore will continue to be moderate over the life of the Plan.

In an effort to better anticipate the level of growth that may occur within the Village in the future, three growth scenarios were developed and assessed at the time of adoption of the plan ***(BYLAW NO. 726-2025).***

LOW GROWTH SCENARIO

Based on population projections from BC Stats, the Coquitlam Local Health Area (generally consistent with the Tri-Cities sub-regional area) added an estimated 9,690 ground‑oriented units from 2006 to 2012, of which Anmore added an estimated 98 ground‑oriented units, or 1.0% of the total sub-regional growth over that period.

Looking forward, the sub-region is anticipated to add approximately 34,475 more ground-oriented homes from 2012 to 2032. If Anmore is expected to accommodate another 1.0% share of the sub-regional growth over the next 20 years, it would add 348 housing units, or an average of 17 units per year. Given that each residential lot in Anmore is assumed to have an average of 1.14 dwelling units (allowing for secondary suites), this would result in about 15 residential lots per year.

MIDDLE GROWTH SCENARIO

Between 2006 and 2011, StatsCan indicates that Anmore's population increased by an average of 61 people per year. If this rate of growth were to be spanned over the next 20 years to 2032, the community's population would increase by just over 1,200. With an average household size of 3.02, this would equate to about 405 new homes. However, further 70 or so housing units would also be required to offset the declining population living in existing homes (which will happen as the population ages and the average household size shrinks from 3.34 to 3.02). These 475 units would require the development of an additional 419 residential lots, or an average of 21 lots per year.

HIGH GROWTH SCENARIO

The sub-regional area is projected to grow by about 101,600 people from 2012 to 2032. From the 2006 Census to the 2011 Census, Anmore's share of population growth in this area was 1.46%. If Anmore's share of population growth stays at 1.46% for the next 20 years to 2034, the community will add about 1,480 people. An extra 1,480 people require about 490 dwelling units (based on the average household size of 3.02). An additional 70 units are required to offset declining population in existing units. These 560 units require the development of an additional 492 residential lots, or an average of nearly 25 lots per year. This scenario exceeds expected build-out in terms of number of lots available in the future - under current development conditions, Anmore’s remaining development capacity is approximately 476 lots.

GROWTH SUMMARY (BYLAW NO. 726-2025)

In summary, the three possible growth scenarios are compared in the below table:

LOW GROWTH TO 2032	MEDIUM GROWTH TO 2032	HIGH GROWTH TO 2032
15 lots/year	21 lots/year	25 lots/year
348 units	475 units	560 units

Each scenario is projecting continued strong growth in Anmore, with average annual growth rates of 1.6% (Low Scenario), 2.2% (Middle Scenario) and 2.5% (High Scenario).

Anmore's Vision for its future is that of a Village that will be a fiscally, environmentally and socially responsible community balancing change, appropriate to the size and scale of the community, while maintaining the unique semi-rural character and quality of life.

The Middle Scenario is considered most likely to occur in Anmore over the next 20 years and therefore forms the basis for the policy directions set out in this Plan.

Based on population projections and market research conducted as part of the Financial Sustainability Plan, the Middle Scenario is most consistent with the actual population growth experienced in Anmore in recent years - an average increase of 61 people per year. The High Scenario would require Anmore to maintain its share of sub - regional population growth in the Tri - Cities Area, which may be unlikely given the limited remaining land base in Anmore and the greater potential of other communities like Port Moody and Coquitlam to grow through densification around rapid transit stations. The Low Scenario is also unlikely given that it maintains Anmore's share of sub - regional single - family development, yet that housing form is declining as a share of total development in other communities and Anmore's semi - rural character offers a niche product within the region that is likely to continue to sustain a faster rate of growth.

With this level of growth, residents can expect that land currently held in large acreages will continue to be subdivided. New homes built on these parcels will accommodate an increase in the local population. With more households moving into Anmore, the demand for municipal services can also be expected to increase. Future service needs will partially be met by the Village, and some will be delivered sub-regionally or regionally, as is the case with all municipalities in Metro Vancouver. It is understood that a wider provision of municipal services is not envisioned over the duration of this Plan, consistent with an enhanced focus on financial sustainability and in keeping with the rural character of the Village.

OUR VILLAGE'S VISION

The fundamental theme of this Official Community Plan is the preservation of the Village's surrounding environment and semi-rural character. While ensuring financial sustainability, the OCP will guide Anmore's growth in accordance with core Village values.

OBJECTIVES – GROWTH MANAGEMENT STRATEGY

Since the scope of an OCP is restricted to the provisions of the *Local Government Act*, the strategy outlined below pertains to only those matters that address land use, transportation, municipal services, and the environment. The following are the four critical objectives.

OBJECTIVE #1: PROTECT THE SEMI-RURAL CHARACTER

Many people choose to live in Anmore because of the community's semi-rural character. This character expresses itself in terms of the lifestyles of the residents and a relaxed "country type" style of community that is close to nature and within minutes of urban amenities. This type of ambience and character is vitally important to residents and must be respected as growth and development occurs over the next decade.

OBJECTIVE #2: PROTECT THE NATURAL ENVIRONMENT

A balance must be struck between land development and preservation of the natural environment. Many people have chosen Anmore as a place to live because of its natural features, easy access to wilderness and outdoor recreation areas. For this reason, the Village will take an active role in environmental protection.

OBJECTIVE #3: DEVELOP A LASTING FINANCIALLY SUSTAINABLE APPROACH TO SERVICE DELIVERY

The development pattern of a municipality influences to a large extent the public expenditures that are required to service and support the population. Since an OCP is intended to guide the future development pattern, it can be used as a tool to promote the cost-efficient delivery of services.

The financial viability of a municipality is largely a function of how efficiently it can provide services to its residents in relation to its revenue sources, which as a small semi-rural community, are limited beyond taxes (which is directly related to the size of the community). As a result, the Village provides a narrower range of user-pay services compared to services provided in more urban municipalities.

The Village must also contend with the same struggles as larger municipalities with more revenue sources; balancing financial decisions with service needs and aging infrastructure. In order to ensure a financially sustainable future for the Village, it is important to consider the financial implications of all corporate decisions.

OBJECTIVE #4: MAINTAIN STRONG COMMUNITY TIES AND SOCIAL CONNECTIONS

As the Village grows, many residents are mindful of its past. Throughout the community, it is common to hear repeated stories about the close community feel inherent amongst Village residents, as well as residents' direct connections to some of the first settlers in the area. With the overall trend of an aging population across the Metro Vancouver Region, increased awareness and accommodation of the needs of all residents within the community will be a priority. Maintaining community well-being and strengthening the bonds that unite the Village in identity and spirit will become increasingly important.

OCP 2026 UPDATE - HOUSING NEEDS ASSEMENT/PROVINCIAL HOUSING LEGISLATION (BYLAW NO. 726-2025)

An update to the OCP was conducted in 2026 to include Anmore's Housing Needs Assessment and associated policies to facilitate the estimated housing demand over the next 5 to 20 years.

While this amendment will facilitate additional housing opportunities for Anmore, it is anticipated that the community will explore new growth scenarios as part of a comprehensive OCP update. In the interim, the Village will assess potential population increases on a project-by-project basis when considering substantial development proposals. Policy is included in this plan to ensure that this can occur prior to Council consideration of these potential applications.

3. FINANCIAL SUSTAINABILITY

Increasing fiscal and regional pressures require the Village to assess its short-term and long-term financial outlook. Of particular interest is the quality and lifespan of aging municipal infrastructure, the desire to maintain and/or improve existing levels of service to a growing and aging population and understanding the implications to the Village's fixed land base.

In parallel with the review of the Official Community Plan, the Village undertook a process to draft a Financial Sustainability Plan. The analysis looked at the financial health of the Village over the next 20-years and included a full investigation of all municipal services, their associated costs
and revenues, and key drivers of change, including implications of changes in the Village's demographic profile and housing development patterns.

The key policy directions of the Financial Sustainability Plan are included in this section.

OBJECTIVES – FINANCIAL SUSTAINABILITY

- To ensure Village services are delivered in a financially sustainable manner.
- To ensure infrastructure decisions are based on a full life-cycle cost accounting perspective.
- To ensure the financial implications of growth and development within the Village are anticipated.
- To ensure service and amenity delivery expectations are aligned with the limited financial resources of the Village.

FINANCIAL SUSTAINABILITY POLICIES

Policy FS–1

The Village will continue to increase its contributions to the Capital Asset Reserve Fund through the Fixed Asset Levy, towards addressing the Village's infrastructure replacement costs anticipated over the next 20 years.

Policy FS–2

The Village supports appropriate operation and maintenance programs that ensure the maximum life of infrastructure systems, reduce frequency of replacement, and facilitate proper functionality.

Policy FS–3
The Village recognizes the inherent value of short-term growth, which will increase the number of tax-paying residents, thereby minimizing the per-resident impact of tax increases expected to meet Village's significant financial obligations. Obligations which must be met, regardless of levels of growth.

Policy FS–4
The Village will be flexible with respect to lot size restrictions, in order to facilitate future investment in the Village, while preserving semi‑rural character, consistent with Residential Land Use Policies RLU-2, 4 and 8.

Policy FS–5
The Village encourages subdivision/development applicants to consider the financial implications to the Village as a result of new development and will require subdividers/developers to take on responsibility for the costs associated with system upgrades to accommodate new development.

Policy FS–6 *(BYLAW NO. 726-2025)*
The Village encourages the exploration by owners/developers of voluntary community enhancement benefit contributions to respond to the community and amenity needs arising from new development, that would otherwise not be funded by Development Cost Charges.

Policy FS–7
The Village will continue its cost-recovery approach for planning, engineering and administration costs from owners/developer applicants for subdivision, rezoning and other municipal approvals.

Policy FS–8
For established neighbourhoods within the Village, where residents express interest in system upgrades and improvements, the Village supports the use of local improvements financing. Note: A local improvement refers to system upgrades and improvements that exceed the standards established by the Village's Works and Services Bylaw. The benefit of upgrades or improvements are directed to the local area or neighbourhood, and not the community at large, with the associated capital costs covered directly by residents in the specific area.

Policy FS–9
The Village will review and update its Development Cost Charge Bylaw on a regular basis to ensure that the costs of providing required infrastructure are accurately reflected.

Policy FS–10
The Village will review and update its Fees and Charges Bylaw on a regular basis.

Policy FS–11
The Village will monitor the potential financial implications stemming from future growth and change, such as increased service and infrastructure requirements, and will re-adjust the Financial Sustainability Plan accordingly.

4. LAND USE

This section of the OCP contains policies pertaining to land use – residential, commercial, institutional, parks and trails, industrial, and a "special study area".

OBJECTIVES – LAND USE

- To identify lands where certain uses are encouraged and permitted;
- To ensure that the type and extent of land uses are consistent with the fundamental approach and objectives of the Growth Management Strategy;
- To ensure that residents, prospective developers and investors are provided with guidance regarding the requirements and guidelines of the Village with respect to their applications for subdivision, rezoning, Development Permits and other permits; and
- To ensure that land use policies facilitate the development of housing in support of Anmore's Housing Needs Assessment ***(BYLAW NO. 726-2025)***

OVERALL LAND USE STRATEGY *(BYLAW NO. 726-2025)*

The OCP Land Use Map depicts existing and future land uses for the purpose of guiding future land use decisions. The land use designations set out in this Chapter and depicted on Schedules A and B are the approximate locations, amount, type or density for various kinds of development and facilities as required under section 473 of the Local Government Act. This means that the specific land uses and their boundaries should be read as a general guide, as they may not represent precisely what would be allowed on any particular property. Schedules A and B are intended as a general land use concept plan.

An OCP does not commit or authorize the Village to proceed with any project that is specified in the OCP. However, after an OCP has been adopted, all bylaws enacted or works undertaken by Council must be consistent with the OCP.

LAND USE DESIGNATIONS

Schedules A and B include the following land use designations.

Residential – Residential designated lands are appropriate for residential development, including subdivision, and are intended to accommodate the development of residential uses with densities and lot sizes specified in the Anmore Zoning Bylaw on 1 acre lots or larger. Uses may include detached residential, secondary suites and coach houses.

Hillside Residential - Hillside Residential designated lands are appropriate for residential development, including subdivisions, and are intended to accommodate the development of detached residential uses with densities and lot sizes specified in the Anmore Zoning Bylaw. Innovative residential uses including clustered detached residential, semi-detached, duplex or townhouse may be considered on undeveloped parcels when supported by policies included in this plan.

Parks – The Parks designation encompasses municipal lands set aside for conservation and intended for open space that provide recreational opportunities for Anmore residents.

Conservation & Recreation – Conservation & Recreation lands are intended to remain in their natural state in order to protect significant ecological and recreational assets and include retained forests and buffers, Crown lands, riparian areas, steep slopes and areas for outdoor recreation and education.

Commercial – The Commercial designation identifies areas where commercial uses currently exist and are intended to provide local retail opportunities in keeping with the scale and character of the surrounding neighbourhood. Small scale stand-alone commercial uses are permitted within this designation.

Institutional – The Institutional designation is intended to accommodate publicly owned amenities and facilities for Anmore residents.

Village Centre Commercial – The Village Centre Commercial designated lands are intended to provide the opportunity for Institutional uses, as well as commercial uses to service the local needs of Anmore residents and support the evolution of a Village Centre.

Industrial – The Industrial designation provides for a publicly operated power plant and pumping station.

As outlined earlier in the document, Section 473 of the Local Government Act lists the land use map designations that must be included in an Official Community Plan. There are a number of land uses however that are not applicable to Anmore being the amount of available agricultural land, the approximate location of sand and gravel deposits, and the approximate location of waste treatment and disposal sites.

SMALL SCALE MULTI-UNIT HOUSING - (SSMUH) *(BYLAW NO. 726-2025)*

As required by the Province, and a result of an amendment to the Anmore Zoning Bylaw, Small-Scale, Multi-Unit Housing (SSMUH) in the form of secondary suites is now permitted on single family lots across the Village that had previously only allowed for single-detached residential.

Given the above, properties can have between two to three units in various unique configurations depending on lot size with the addition of a coach house, which is also permitted in many residential zones. For example, a significant number of residentially zoned properties in Anmore permit a single detached home, secondary suite and/or coach house.

HOUSING NEEDS REPORT (HNR) *(BYLAW NO. 726-2025)*

In April 2019, the Province of British Columbia introduced new legislation under Part 14 of the Local Government Act that required the completion of housing needs reports to assist communities to understand their current and future housing needs. The purpose of the 2024 Anmore HNR is to provide detailed analysis of community demographics, current housing supply and conditions with the goal of projecting housing needs to 2044 using the required calculation methodology prescribed by the Province.

As of 2024, municipalities are required to use the HNR Method, a standardized methodology, to complete a report every five years, which identifies the amount of housing needed over 5 and 20-year timeframes. A HNR was completed for Anmore in 2024 and endorsed by Council at that time. As such, the HNR identifies

additional housing supply required to address community needs and gaps and identifies priority groups in need of greater housing options.

The Table below shows how these components of need are broken down into the different types of housing and includes 5- and 20-year housing needs. *Source: The Housing Assessment Resource Tools (HART)*

The Residential Land Use policies included in this section, once implemented, will address Anmore's identified housing needs.

Component	5 Year Need	20 Year Need
Extreme Core Housing Need	0	0
Persons Experiencing Homelessness	5.23	10.47
Suppressed Household Formation	30.94	123.74
Anticipated Growth	129.84	425.09
Rental Vacancy Rate Adjustment	0.27	1.09
Additional Demand	49.02	196.09
Total New Units – 5 years	**215**	
Total New Units – 20 years		**756**

Anmore's HNR identifies housing need by the following categories:

Extreme Core Housing Need

Extreme Core Housing Need means that a household has shelter costs for housing that are more than 50% of total before-tax household income. The HNR does not identify this need over the next 5 to 20 years in Anmore. There are no Extreme Core Housing units required in Anmore.

Persons Experiencing Homelessness/Unsheltered

Homelessness is defined as - "the situation of an individual or family that does not have a permanent address or residence, the living situation of an individual or family who does not have stable, permanent, appropriate housing, or the immediate prospect, means and ability of acquiring it." Anmore's HNR report identified that approximately 5 units will be necessary over the next five years and approximately 10 units over the next 20 years will be necessary for individuals potentially experiencing homelessness.

Anmore is taking a proactive approach to address the housing needs of homeless persons by permitting secondary suites in most zones in the Village. This form of housing addresses future homelessness by providing a more affordable housing alternative.

Suppressed Housing Formation

Suppressed Housing Formation is defined as "new households that would have been formed but are not due to a lack of attainable options. The persons who would have formed these households include, but are not limited to, many adults living with family members or roommates and individuals wishing to leave unsafe or unstable environments but cannot due to a lack of places to go". Anmore's HNR report identified that approximately 31

units will be necessary over the next five years and approximately 124 units over the next 20 years to provide additional housing options. Housing forms such as secondary suites and coach houses are expected to meet this potential housing need.

Anticipated Growth and Additional Demand

The number of new homes in Anmore required to accommodate an increasing population of the 5 to 20 years based on provincial guidelines is approximately 130 units over the next 5 years and 425 units over the next 20 years. Available land exists in Anmore to facilitate the development of new single-detached homes with secondary suites and potential coach houses which are expected to meet Anmore's anticipated growth should these lands be developed. Further, opportunity exists on Hillside designated lands for the development of attached forms of housing as specified in the OCP subject to conditions.

Rental Vacancy Rate Adjustment

A Rental Vacancy Rate Adjustment (RVRA) adds surplus rental units to restore local vacancy rates to levels representing a healthy and well-functioning rental housing market. It is estimated that less than 2 units will be necessary for this category for Anmore over the next 20 years, which will be easily accommodated.

Additional Housing Units (The Demand Buffer)

The demand buffer represents the "number of housing units reflecting additional demand for housing within a given community, beyond the minimum units required to adequately house current and anticipated residents. This is called the "demand buffer" and is designed to better account for the number of units required to meet "healthy" market demand in "different communities".

The demand buffer calculated for Anmore results in the need for approximately 49 units over the next five years and 196 units over the 20-year period.

In summary, a review of the Residential and Hillside Residential designated properties included on Schedules A and B of the OCP demonstrates that adequate capacity exists to accommodate the 5-to-20-year housing demand outlined previously. More specifically potential exists for approximately 800 Secondary Suites and over 600 potential coach houses for a total of approximately 1400 potential dwelling units.

As well, development potential exists for the development of attached dwelling units on lands designated Hillside Residential which after rezoning consideration could theoretically accommodate additional units.

RESIDENTIAL LAND USE POLICIES

Anmore's settlement pattern has historically been residentially focused with a tendency towards individual homes on large lots. At the adoption of this plan in 2014, about half of the properties were one acre or larger, with some capacity for further subdivision. The residential policies set out below are intended to provide a framework for future residential development that will prioritize environmental protection, address applicable Provincial government housing and planning objectives, enhance the semi-rural character of the Village and minimize infrastructure costs. Beyond these fundamental elements, the Village welcomes the potential to explore new and innovative development approaches: to address the challenges of developing on hillsides and protecting riparian areas; and to accommodate the various housing needs of existing and future residents, as well as the changing needs of residents who wish to age in place ***(BYLAW NO. 726-2025).***

Policy RLU–1

New residential subdivisions will be directed to those areas designated Residential and Hillside Residential on Schedules A and B — Land Use Map.

Policy RLU–2 *(BYLAW NO. 726-2025)*

The Village supports the subdivision of properties to accommodate anticipated levels of population growth in Anmore up to the maximum density permitted by RLU-17 and where the subdivision is supported by other policies in this plan. Residential subdivisions should be consistent with the established one-acre pattern of development in Anmore, except where development occurs on the hillside or in proximity to environmentally sensitive areas, in which case alternative and innovative development proposals may be explored by allowing smaller lot sizes or compact building forms, as reflected in RLU-6 and RLU-8. If supported by RLU-16, subdivision to accommodate infill development may be allowed.

Policy RLU–3

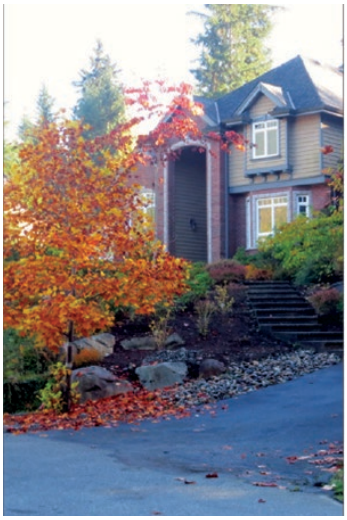
Residential subdividers/developers in Anmore are encouraged to be mindful of the impact of development on environmental features and systems, employing strategies that design "with the land" and make use of best practices for ecological sensitivity, including:

- Integration of natural features and topography into site planning and design, ensuring that the building and structure faces do not dominate the landscape. Large cuts/fills and the extensive use of retaining walls are not to be utilized to create 'build-able lots' or flat yards.
- Reduction of the development footprint, towards maximizing the amount of retained greenspace.
- Incorporation of scenic natural features into the site design as natural open space(s) for the eventual residents of the development.
- Protection of soil and vegetation during construction, to minimize slope erosion and siltation effects on nearby watercourses.
- Consideration of view impacts, both in terms of implications to viewscapes of neighbouring properties and of the development itself from elsewhere in the Village.
- In some cases, it may not be possible to achieve full development potential due to environmental or topographic constraints.

Policy RLU–4

Encourage developers to incorporate landscape schemes, building design and exterior materials that are in keeping with the natural setting and semi-rural character of the Village, taking advantage of strategies such as:

- Use of native-species and water-conserving landscaping.
- Minimizing impermeable surface areas.
- Use of Dark-Sky lighting strategies that reduce light pollution from development.



Policy RLU–5

Promote the development of new homes and the retrofit of existing homes that exceed BC Building Code energy efficiency standards, to support the Village's greenhouse gas reduction targets, by including:

- Inclusion of building designs that maximize energy efficiency of the envelope as well as incorporate or prepare for solar hot water-systems or other alternative systems that reduce energy needs, to facilitate the future accommodation of such systems.
- Consideration of water efficient building systems that reduce water consumption and wastewater generation, such as the use of water conserving fixtures, rainwater collection systems, and the reuse of grey water (i.e. the use of treated grey water for irrigation purposes).

Policy RLU–6 *(BYLAW NO. 726-2025)*

In order to enable undeveloped Residential Hillside designated lands to be developed in a comprehensive and environmentally sensitive manner, the use of innovative approaches including the clustering of development t is strongly encouraged, with the intent that:

- Proposed development is sited in close proximity to existing infrastructure, services and access points to maintain natural spaces and features, while ensuring adequate separation between developed units towards retaining semi-rural character;
- Proposed development minimizes disruption to sloped and environmentally sensitive areas resulting from construction and access;
- Proposed development does not encroach upon riparian and other environmentally sensitive areas;
- Proposed development upholds the intentions and strategies described in RLU-3, and may be subject to further regulatory and other restrictive instruments (i.e. covenants) at the time of application to ensure such best practices are achieved;
- Proposed development does not exceed the maximum density permitted by RLU-17; and
- Proposed development meets the minimum standard for access and servicing requirements included in Village bylaws.

Given the complexity of residential development on sloped lands, the following studies may be required in support of rezoning applications associated with Hillside Residential designated lands:

- Environmental Impact Assessment
- Geotechnical Analysis
- Arborist Report, tree management plan and/or windthrow analysis
- Sanitary Septic Servicing plan including a cumulative impact assessment as defined by the Village
- Storm Water Management plan
- Road Network plan
- Detailed Grading plan
- Cumulative Population Estimates
- Water demand analysis as specified by the Village

- Financial Feasibility Study

Policy RLU–7 *(BYLAW NO. 726-2025)*

The Village encourages subdivision-applicants considering developing Hillside Residential lands to undertake coordinated planning efforts between landowners, rather than developing each property separately, maximizing the protection of environmentally sensitive areas, the promotion of contiguous parks and trails and the establishment of complimentary locations for housing and access points.

Policy RLU–8 *(BYLAW NO. 726-2025)*

The Village supports the consideration of Comprehensive Development (CD) zoning, as it allows the Village to consider development proposals on a site-by-site basis, specifically in instances where it can be demonstrated to the Village's satisfaction that:

- Proposed development cannot be accommodated under existing zoning given possible site conditions such as varied terrain and natural environment features;
- Proposed development demonstrates a level of innovation in site design and housing choice, that could not be otherwise accommodated by existing zoning;
- Proposed development delivers a demonstrable and overall benefit to the community, socially, environmentally or economically;
- Proposed development upholds the intentions and strategies described in RLU-3 and RLU-6, and may be subject to further regulatory and other restrictive instruments (i.e. covenants) at the time of application to ensure such best practices are achieved;
- Proposed development does not exceed the maximum density permitted by RLU-17; and
- Proposed development anticipates and employs strategies to minimize financial implications to the Village in terms of ongoing infrastructure maintenance and replacement requirements.

Policy RLU–9

Residential subdividers/developers should make extensive use of retained, mature landscaping, planted landscape buffers and building setbacks to best integrate and screen developments that propose different lot sizes, densities or forms of development compared to those of neighbouring properties.

Policy RLU–10 *(BYLAW NO. 726-2025)*

The Village supports the voluntary provision of community enhancement benefits as part of any rezoning proposal, to help assist the Village in meeting the needs of existing and future residents that may result from the proposed rezoning and eventual development.

Policy RLU–11 *(BYLAW NO. 726-2025)*

When associated with development, the Village may accept the provision of community enhancement benefits to maintain Anmore's unique character and support new and existing residents.

Community enhancement benefits may include but are not limited to the provision of environmentally sensitive lands, riparian lands or other benefits deemed appropriate by the Village.

For rezoning proposals seeking a Comprehensive Development rezoning, given the importance of placed on environment preservation and the retention of Anmore's rural character, a voluntary community enhancement benefit of land value may be proposed to the satisfaction of the Village.

Any voluntary community enhancement benefit should anticipate the financial implications to the Village related to the ongoing maintenance of any proposed benefit and provide a solution towards offsetting those anticipated future costs.

Policy RLU–12
The Village supports the development of strategies by subdividers/developers to prevent and reduce wildfires. This includes the integration of FireSmart principles for vegetation management, the development of defensible space, firebreaks, and use of appropriate building and landscaping materials.

Policy RLU–13
The Village encourages the retention of existing mature landscaping, introduction of planted landscape consistent with Naturescape BC guidelines or fencing and building setbacks to buffer sensitive natural areas and Conservation and Recreations lands from new development.

Policy RLU–14
The Village encourages subdividers/developers to consider adjoining properties and the future extension of certain roads anticipated by development (and as identified in Schedule C) when determining proposed means of access, ensuring that development does not restrict access to lands beyond. Such efforts should especially be considered as part of any clustered development proposal.

Policy RLU–15
Within the time frame of this Plan, the Village will not consider rezoning land for the expansion of existing or the creation of new manufactured home parks.

Policy RLU-16 *(BYLAW NO. 722-2025)*
The Village supports infill development and subsequent creation of new residences that maintain the existing semi-rural nature of Anmore. Infill development is the creation of new parcels within the existing developed area of the Village of Anmore that are serviced by existing infrastructure.

The intent of infill development is that it will enhance and not take away from the look and feel of the neighbourhood – it is expected that any new infill homes will blend into the existing neighbourhood, minimize the disturbance to natural environment and will adhere to the same setbacks as the existing neighbourhood. Infill development should be guided by an Infill Development Policy that outlines the specific requirements that the community expects from infill development to ensure that it meets the intent of this policy.

The maximum density allowed for infill development is 2.04 parcels per acre.

Parcels that are eligible for consideration under this policy must:

1. Not have been created through a previous comprehensive development plan;
2. Be between 3925 m^2 and 8094 m^2 in area;
3. Be able to identify a building site(s) that are equal to or less than 20% slope;
4. Not require the extension or expansion of any Village road or water infrastructure;
5. Have at least 50 m of frontage on a public highway; and
6. Have been in existence for at least 5 years as of the date of application.

Policy RLU- 17 *(BYLAW NO. 726-2025)*
Except in the case of lands designated Hillside Residential, the maximum gross density for areas designated Residential on Schedules A and B — Land Use Map will be up to 3 dwelling units per acre for single family detached residential uses which include a secondary suite and coach house unit.

The maximum gross density of areas designated as Hillside Residential on Schedules A and B - Land Use Map will be;

- 3 dwelling units per acre for single-family detached residential uses;
- Up to 3.5 dwelling units per acre for the combined development of single-family detached and multi-family attached housing; and
- Up to 4.3 dwelling units per acre for the combined development of single-family detached units (with secondary suites and/or coach houses), duplexes and townhouses.

For lands designated as Residential and Hillside Residential when being considered for Comprehensive Development (CD) zoning, with conditions established in RLU-8, the maximum gross density shall not exceed:

- 3 dwelling units per acre for single family detached residential uses;
- Up to 3.5 dwelling units per acre for the combined development of single family detached and multi-family attached housing; and
- Up to 4.3 units per acre for the combined development of single-family detached units (with secondary suites and/or coach houses) duplexes and townhouses.

For lands being considered for Infill Development with conditions established through RLU-16, the maximum gross density shall not exceed 6 units per acre.

Policy RLU-18 *(BYLAW NO. 726-2025)*

Development Permits may be necessary for developments that involve coach houses, semi-detached, duplex or townhouse multi-family forms of development within the Residential and Hillside Residential designations as specified in the guidelines included as Appendix 2.

Policy RLU-19 *(BYLAW NO. 726-2025)*

In order to move the Village towards the housing targets included in Anmore's Housing Needs Report:

- Consideration will be given to lot size restrictions and denser forms of development as noted in the 2013 Financial Sustainability Plan;
- Secondary Suites (Self Contained Dwelling Units) shall be encouraged in new development to provide options for those residents that could experience difficulty finding housing thus reducing the potential for homelessness;
- Coach houses shall be encouraged in new and existing development in appropriate locations to facilitate additional housing options to address Suppressed Housing demand;
- Undeveloped Hillside Residential lands may be considered for innovative cluster housing.

Policy RLU-20 *(BYLAW NO. 726-2025)*

While Schedules A and B (Land Use Maps) contain adequate development capacity to accommodate the 5 to 20 year housing need as identified by the 2024 Housing Needs Report (HNR), the Village will closely monitor the progress made towards achieving the unit targets included in the HNR and assess existing land use policy as necessary and identified by Council.

COMMERCIAL LAND USE POLICIES

Commercial uses offer places for residents to gather with their neighbours, destinations to walk to, opportunities for local employment and options for meeting daily needs in the community. Resident-operated home-based businesses and working from home provide additional employment opportunities for Anmore residents and reduce commuting needs. There are currently two commercial operations in Anmore — the Anmore Grocery Store and the Anmore Camp and RV Park, which are supported by local residents and visitors drawn to destinations such as Buntzen Lake.

Policy CLU–1 *(BYLAW NO. 726-2025)*

Commercial areas are designated on Schedules A and B — Land Use Map.

Policy CLU–2

The Village supports the exploration of commercial opportunities, subject to a public rezoning process, at the crossroads of Sunnyside Road and East Road within the Village Centre Commercial land use designation to build upon the existing presence of civic and community facilities and contribute to creating a vibrant Village Centre.

Policy CLU–3

Small-scale commercial opportunities should be considered as a key program element in the Village Hall, contributing further to the Village Centre concept.

Policy CLU–4

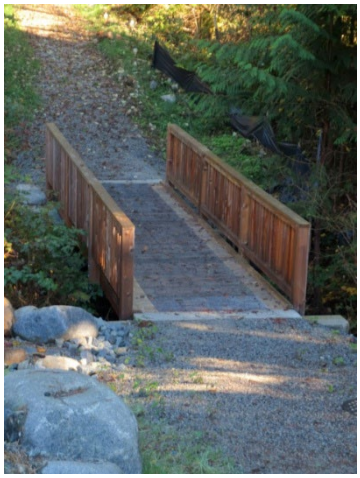
Future commercial uses, that are in keeping with the semi-rural character of the Village, may be considered, subject to an appropriate application and approval process. Commercial activities may include, but not be limited to: coffee shop, restaurant, bike shop, sports equipment rentals, art gallery, craft/artisan outlet, and antique store. Commercial activities that would serve local residents and be viable year-round, would be preferred over seasonal businesses.

Policy CLU–5

The Village supports the exploration of commercial uses as part of the planning and ultimate development process involved in any future development of the Imperial Oil Lands, encouraging the creation of a neighbourhood that is walkable and complete.

Policy CLU–6

The Village supports home-based businesses and bed and breakfast operations, which are regulated through the Zoning Bylaw.



INDUSTRIAL LAND USE POLICIES

Industrial areas in Anmore are currently limited to the BC Hydro power plant and pumping station at Buntzen Bay. No further industrial lands are anticipated.

Policy ILU–1 *(BYLAW NO. 726-2025)*

Industrial areas are designated on Schedules A and B — Land Use Map.

Policy ILU–2

The lands associated with the BC Hydro power plant and pumping station at Buntzen Bay shall retain an industrial zoning classification.

PARKS AND TRAILS LAND USE POLICIES

A defining element of life in Anmore is the access to natural areas and the outdoor lifestyle enjoyed by many residents. Scenic natural areas and Regional parks surround the community, providing a wide range of recreation options to local residents and visitors. Anmore's park and trail system provides walking paths, pockets of active recreational space, and serves to protect environmental features and sensitive areas. The park and trail system also supports active transportation choices and a healthy lifestyle.

As subdivisions have occurred, the Village has attempted to acquire land for publicly accessible parks and trails. The objective has been to accommodate recreational activities, passive enjoyment, and a network of cycling and pedestrian routes that connect local destinations, including schools, parks and different neighbourhoods.

Anmore's Parks and Trails are shown on Schedule F ***(BYLAW NO. 726-2025).***

Policy P&TLU–1 *(BYLAW NO. 726-2025)*

Municipal parks are identified on Schedules A and B — Land Use Map. Additionally, the Parks and Trail system is identified on Schedule F – Parks and Trails Map.

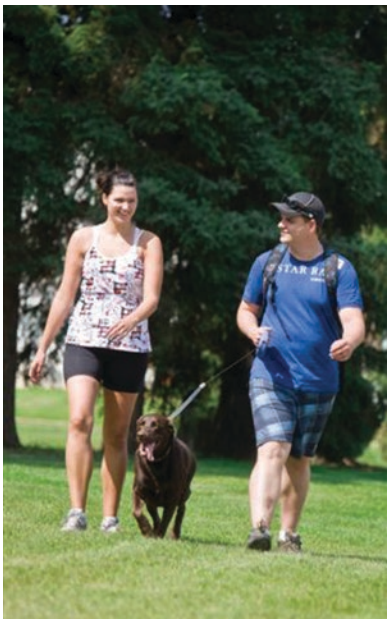
Policy P&TLU–2

The Village recognizes the health and well-being benefits that come with ensuring that all residents, regardless of age or physical ability, have the opportunity to access and enjoy recreational activities in Anmore's parks, trails and open spaces.

Policy P&TLU–3

The Village supports environmentally sensitive trail and park planning and design, with a specific focus on:

- Maintaining biodiversity, sensitive habitats and natural features.
- Designing with nature in mind, respecting existing terrain and drainage patterns.
- Minimizing intrusions associated with accommodating community recreational interests, while remaining sensitive to the need to limit public access in environmentally sensitive areas.



- Creating linked wildlife corridors associated with riparian and other watercourse protection areas.
- Taking advantage of opportunities for community education about the natural systems that surround the Village.

Policy P&TLU–4

The Village encourages the connection between local, inter-municipal and regional trails; parks and open spaces, regional recreation destinations, schools; residential neighbourhoods, and adjacent municipalities, recognizing that improved connections better integrates these amenities into the Village and promotes walking as an alternative to driving.

Policy P&TLU–5

Pursuant to Section 510 of the *Local Government Act*, as a condition of subdivision, the Village requires subdividers to dedicate 5% of their land for parkland, in cases where the Village determines that acquiring the land is appropriate ***(BYLAW NO. 726-2025)***. The 5% for parkland is viewed as a prime mechanism for maintaining green space in Anmore. Alternatively, the subdivider may provide money in lieu of parkland, to the amount of 5% of the value of the land prior to subdivision ***(BYLAW NO. 726-2025)***.

Policy P&TLU–6

Priorities for parkland dedication acquired through rezoning or subdivision are as follows, at the discretion of the approving authority:

P&TLU-6.1 Trails and pathways

As its first preference, the Village supports the securing of a parkland in the form of trails and pathways, with the intent of achieving a connected trail network, consisting of the pathways along the major roads and off-road trails that provide active transportation link and access amenities such as the Buntzen Lake Recreation Area, local schools and community gathering spaces, as well as the Village's neighbourhoods ***(BYLAW NO. 726-2025)***.

P&TLU-6.2 Wilderness or environmentally sensitive areas

As a secondary alternative, and where the securing of land for trail and pathway purposes is not viable, the Village will seek the preservation of secure such lands and limit public intrusion and access as required.

P&TLU-6.3 Active/passive open space

Where possible, where community needs can be demonstrated and any ongoing financial maintenance by the Municipality can be minimized, the Village supports the exploration of securing lands to accommodate active recreational activities such as neighbourhood play areas.

P&TLU-6.4 Money in lieu of parkland

The option of securing money in lieu will be considered on a site-specific basis and will be at the discretion of the Village.

Policy P&TLU–7
The Village will encourage property owners/developers to dedicate land for trails and parks in excess of the minimum 5% requirement through the use of density incentives (see Policy RLU-8).

Policy P&TLU–8
The Village is committed to completing a Parks Master Plan to provide more specific guidance as to the location, type and design of parks, trails and protected areas.

Policy P&TLU–9
The Village will ensure that strategies and actions from the Anmore Age-Friendly Action Plan (2013) are incorporated into the planning of future pedestrian routes, trails and parks.

Policy P&TLU–10
BC Hydro's Buntzen Lake Recreation Area has been designated Conservation & Recreation on the Land Use Map. The Village does not support expansion of the existing parking area to accommodate greater usage of the Recreation Area unless the issues of traffic along East Road and emergency evacuation are addressed to the satisfaction of the Village. The Municipality will continue to work with other agencies, including Metro Vancouver and BC Hydro, to address the issues related this regionally significant recreational destination ***(BYLAW NO. 726-2025)***.

Policy P&TLU–11
The Village supports the exploration of alternative means of accessing the Buntzen Lake Recreation Area, including exploration of private shuttle services, provision of enhanced cycling facilities or other alternatives to the current reliance on private vehicle access.

INSTITUTIONAL LAND USE POLICIES *(BYLAW NO. 726-2025)*

A number of institutional uses, including the Anmore Elementary School, Eagle Mountain Middle School, Village Hall, Volunteer Firehall and public works yard, are at the heart of the services provided to the community. The need for a new Village Hall became a priority in 2013 and presented an opportunity to consider what a new civic multi-purpose facility could offer the community, both as a gathering place and a hub for information and resources accessible to all residents. A new village hall was constructed and opened in 2024. The Village Centre Institutional designation indicates the area of the Village that could evolve as a recognizable centre in the community, with the new Village Hall as the focal point.

Policy INLU–1
Institutional areas and Village Centre Commercial areas are designated as on Schedules A and B — Land Use Map.

Policy INLU–2

The Village will work towards the provision of features and services that will enhance the value of the new Village Hall as a multi-purpose community resource. Examples include meeting spaces for civic administration, community groups, activity space for youth and seniors, coffee kiosk or other commercial opportunities, storage of Anmore's archives, arts and cultural display areas, and an outlet for community information and resources.

Policy INLU–3

The Village welcomes the integration of Eagle Mountain Middle School into the local community.

SPECIAL STUDY AREA – FORMER IMPERIAL OIL LANDS (IOCO LANDS) *(BYLAW NO. 726-2025)*

The former Imperial Oil Lands (IOCO Lands) in the southwest part of Anmore is considered as a major future development area. Its development will be subject to the preparation of a comprehensive development plan that would address land use and density, environmental attributes, servicing, transportation, community amenities, parkland and financial implications.

The potential future development of these lands will take place in accordance with the fundamental principles of this Plan and should differentiate itself through its commitment to environmental preservation, high-levels of sustainable building performance and its creation of a walkable community that is well-integrated with the existing community.

Conversations regarding the future of the Lands have been ongoing for many years. The Special Study Area designation highlights the need for further discussion and study.

Policy IOLU–1

The Village has serious concerns with the previous David Avenue extension alignment options explored to date by the property owners due, in part, to the potential environmental, community, social and financial impacts to Anmore. The extension of David Avenue into the Village of Anmore is a primary issue requiring further discussion and resolution as part of any future planning and development of the Lands.

Policy IOLU–2

The Village does not support the bearing of any of the costs related to the exploration, design and/or construction of the extension of David Avenue, nor does it support taking on the responsibility for the long-term maintenance of the required road and bridge structure, inherent in any extension concept.

Policy IOLU–3 *(BYLAW NO. 726-2025)*

The Village supports the completion of a cost-recovered neighbourhood planning process, funded by the applicant, complete with extensive community and stakeholder engagement, including First Nations, through which the applicant and the Village will jointly explore appropriate uses and forms of development. Such a process should include further technical analysis, including, but not limited to:

- Physical Aerial Cadastral Overlay, Landform and Slope Analysis
- Archeological Impact Assessment
- Environmental Baseline
- Environmental Impact Assessment
- Geotechnical Hazard Assessment
- Street Network and Transportation Plan
- Transportation Impact Assessment and Transportation Demand Management Plans
- Cycling, Pedestrian and Transit Network Plans
- Retail Demand Analysis should retail uses be proposed
- Projections of the resulting new population;
- Community Facility Assessment as a result of the new population;
- An analysis of the potential job creation/employment impacts;
- A complete analysis of impacts upon Village finances resulting from development (revenues and expenditures as well as capital and operating considerations);
- The preparation of a health and impact assessment; and
- Conceptual water, sanitary, rainwater and utility servicing concepts

Policy IOLU–4

In consideration of the future, any development of the IOCO Lands should strive to achieve the highest levels of neighborhood performance relating to: minimizing environmental impact, limiting energy requirements and related GHG footprint, reducing potable water and other resource consumption, minimizing surface runoff while maximizing at-source infiltration, maximizing waste diversion from the region's landfills, and the delivery of overall design excellence; all contributing positively to the existing character of the Village.

5. TRANSPORTATION

Anmore's secluded location and dispersed residential settlement pattern results in residents depending on a private vehicle for much of their commuting, daily needs and other trips. The Municipality supports alternative modes of transportation, including public transit, walking, biking, car-pooling and rideshare programs to give residents other options than the car for trips within and outside Anmore.

TransLink is in the process of updating the Northeast Sector Area Transit Plan, which includes Anmore, Belcarra and the Tri-Cities. The community shuttle currently serves Anmore residents and is an important link for commuters, students, seniors and, during the summer months when the route extends into Buntzen Lake Recreation Area, providing an alternative access option that can relieve some parking pressures during busy times.

As part of the Major Road Network, Sunnyside Road and East Road will function as the major traffic routes servicing the community and providing access to Buntzen Lake. While roads and vehicle movement largely define the transportation system, the Village will strive to ensure all modes of transportation are viable and safe options for residents and visitors. Transportation policies also contribute to Anmore's efforts to reduce Greenhouse Gas Emissions and support healthy lifestyle choices for residents.

Anmore's Road Network Map is included as Schedule C ***(BYLAW NO. 726-2025)***.

OBJECTIVES – TRANSPORTATION

- To provide a safe and convenient transportation system for pedestrians, cyclists and vehicle drivers.
- To encourage active and alternative transportation choices.
- To advocate for transit services that meet the needs of Anmore residents.
- To ensure new roadways accommodate the transportation needs of residents and are designed to be consistent with Anmore's semi-rural character.

ACTIVE TRANSPORTATION POLICIES

Policy T–1
The Village encourages the development of pedestrian, cycling, and public transit networks as part of an integrated multimodal transportation system.

Policy T–2
The Village recognizes that the roads within the Municipality are community assets, available to all users, not just people driving, and supports the provision of well-connected pedestrian and bicycle routes to key destinations in the community such as local schools, the new Village Hall, the Anmore Grocery Store and Buntzen Lake Recreation Area ***(BYLAW NO. 726-2025)***.

Policy T–3
In future planning and development projects, the Village will consider the potential to enhance Sunnyside Road as an active transportation corridor.

Policy T–4
The Village will explore opportunities to improve the walkability of East Road, considering increased buffers or other measures to enhance pedestrian safety.

Policy T–5
The Village will improve safety for children, pedestrians and cyclists by implementing safe crossings and/or traffic calming measures, where appropriate.

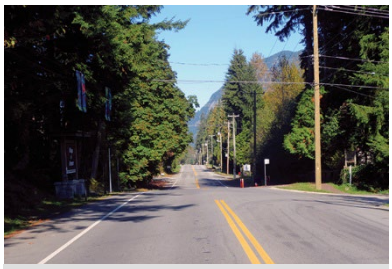
Policy T–6
The Village will promote the use of the carpooling and participation in rideshare programs such as the Jack Bell Rideshare program.

Policy T–7
The Village will explore potential partnerships with the schools to establish educational programs to promote walking and cycling, and will encourage schools to provide high-quality and secure bicycle parking ***(BYLAW NO. 726-2025)***.

Policy T–8
The Village will seek opportunities to work with the City of Port Moody and TransLink to explore the potential to provide a safe and well-connected safe pedestrian and bicycle connections route from the Evergreen Line station at Ioco to Anmore ***(BYLAW NO. 726-2025)***.

Policy T–9
The Village will advocate to TransLink for improvements to transit service and provide inputs to relevant TransLink planning processes including but not limited to regional transportation plans and area transportation plans ***(BYLAW NO. 726-2025)***.

Policy T–10
The Village will ensure access to transit stops reflect accessible and barrier-free design standards, wherever possible.



Sunnyside Road

East Road

Policy T–11
In the design of transit stops, the Village will seek to enhance transit stop comfort and safety through the use of appropriate materials, lighting and weather protection.

Policy T–12
In the development of new subdivisions, the Village will encourage TransLink to provide a transit stop located within 400 metres (approximately a five-minute walk) of every housing unit.

MAJOR ROAD POLICIES

The Village supports the ongoing designation of both Sunnyside Road and East Road as part of the regional Major Road Network (MRN), recognizing these two major traffic routes service the needs of residents and provide access to Buntzen Lake Recreation Area (see Schedule C - Road Network Map).

Policy T–13
The Village continues to support, in accordance with Section 559 of the *Local Government Act*, the ongoing practice of Development Cost Charges being collected to assist in the financing of road upgrading.

Policy T–14
At the time when the former IOCO Lands are developed, the Village will secure a road allowance that will provide a link between the western and central portions of the Village ***(BYLAW NO. 726-2025)***.

Policy T–15
Where possible, the Village will limit direct driveway access onto Sunnyside Road and East Roads by requiring the use of alternative roads and shared driveways.

MINOR COLLECTOR ROAD POLICIES

Policy T–16
An alignment for the future extension of Charlotte Crescent, generally along the old skid road, will function as a collector road as new subdivisions are developed on the east side of East Road (see Schedule C - Road Network Map).

Policy T–17
An alignment connecting Charlotte Crescent to East Road is identified on Schedule C - Road Network Map. This alignment is intended to establish a looped connection to accommodate municipal services, resident access and emergency response vehicles. Given these priorities, should an extended Charlotte Crescent be required along this alignment, it need not be designed solely as a motor vehicle throughway. Rather, road design options that enhance pedestrian connectivity may be considered. Area-specific Development Cost Charges may be used to finance the construction of a road along this alignment.

Policy T–18

An alignment extending Fern Drive is identified on Schedule C – Road Network Map. As new subdivisions are developed, this alignment may be developed to serve as the north/south minor collector on the west side of Sunnyside Road, providing connection between Fern Drive and Sunnyside Road, where possible. This road will be located on the east side of Schoolhouse Creek.

This alignment is intended to establish a looped connection to accommodate municipal services, resident access and emergency response vehicles.

Given these priorities, should an extended Fern Drive be required along this alignment, it need not be designed solely as a vehicle throughway. Rather, road design options that enhance pedestrian connectivity may be considered. Area-specific Development Cost Charges may be used to help finance the construction of this road.

Policy T–19

The continued extension of Leggett Drive, as new subdivisions are developed, is anticipated to serve as a minor collector to access properties to the northeast of Sunnyside Road. Area-specific Development Cost Charges may be used to help finance the construction and maintenance of this road.

LOCAL ROAD POLICIES

Policy T–20

As new subdivisions are developed, local roads will be provided in accordance with the standards specified in the Works and Services Bylaw.

ROAD DEDICATION POLICIES

Policy T–21

The Approving Authority will be encouraged to utilize the following guidelines in determining the appropriate locations for roads within subdivisions:

- Locate new roads such that their alignment can facilitate the development of adjacent land in the future.
- Ensure that new roads are located within a subdivision such that they can be extended in a technically feasible manner through adjacent properties, while being cost effective for both the developer to provide and the Village to maintain.
- For corner lots fronting onto major roads and minor collectors, driveway access should be arranged off of the local road where possible.
- Minimize extensive cut and fills.
- Where possible, provide access to subdivisions from more than one (1) local road.
- Create as few intersections as possible.
- Use 3-way intersections rather than 4-way intersections.
- Avoid intersections near crests of hills and on curves.
- Avoid skew intersections, i.e. where the angle between the intersecting roads is outside the range 90 ± 20 degrees.
- Avoid grades greater than 12%.
- Avoid crossing Anmore, Schoolhouse and Mossom Creeks where possible.

Policy T–22

At the time of subdivision, where a new road is being proposed, the Village will seek a 20-metre road dedication. As a means of protecting Anmore's semi-rural character, the Approving Authority may consider allocation of that roadway to enable the paved portion of the roadway to be narrower, provided the following minimal criteria can be satisfied:

- Accommodate two-way traffic and the safe passage of emergency vehicles;
- Provide for adequate drainage ditches, swales or storm sewers;
- Accommodate natural gas, water mains, and/or other utilities;
- Accommodate pedestrian and cycling pathways; and
- Retain or create greenway corridors.

Policy T–23

Where a subdivision is adjacent to an existing Village road, the Village supports the securing of land, the width being the difference between the current road width and 20 metres, for the purposes of facilitating the widening of the existing road.

Policy T–24

The Village may also explore opportunities for increased road allowances where the extra land is to remain treed or used for non-motor vehicle use such as walking, biking or horse trails.

Policy T–25

The Village encourages applicants to consider road designs and form of eventual tenure that minimize the financial implications to the Village related to ongoing maintenance and replacement of any dedicated road.

Policy T–26 *(BYLAW NO. 726-2025)*

The Village will consider steps to minimize the adverse impact that a connection of David Road or any other road connection into the Village has on the lifestyle and livelihood of Anmore residents affected by the connection.

The Village does not support the David Avenue extension alignment options explored to date by the property owners due, in part, to the potential environmental, community and social impacts to Anmore. The Village encourages the City of Port Moody to explore an alignment that will have minimal environmental impact on Mossom and Schoolhouse Creeks for any future road connection to Anmore.

6. MUNICIPAL SERVICES

As a semi-rural community, outside Metro Vancouver's Urban Containment Boundary, the Village provides only limited services.

Residential property taxes are the main source of revenue for the Village and go towards the cost of providing municipal services. The Village undertook a Financial Sustainability Study to assess the ongoing cost of providing and maintaining infrastructure and services, with the objective of identifying a financially sustainable approach to service provision.

OBJECTIVES – MUNICIPAL SERVICES

- Provide and maintain Anmore's infrastructure and services in an efficient and financially sustainable manner.

ASSET MANAGEMENT POLICIES

Policy MS–1
In recognition of its limited financial resources, the Village will consider preparation of an Infrastructure Asset Management Renewal and Replacement Policy, in order to best anticipate the costs and timing of infrastructure design, maintenance and renewal efforts.

Policy MS–2
The Village will adopt a life cycle asset management perspective to assist in making decisions on prioritizing infrastructure and service investments throughout the Village, until an Asset Management policy is developed.

Policy MS–3
The Village will pursue infrastructure grants from senior levels of government to lessen the impact on local property taxation and user fees.

WATER SERVICE POLICIES

Policy MS–4 *(BYLAW NO. 726-2025)*
The Village is committed to liaising with Metro Vancouver, the local health authority and neighbouring municipalities to ensure the protection of the drinking water supply and the prevention of water contamination as a result of development activity in accordance with Metro 2050 goals.

Policy MS–5
Subdivision of land into parcels less than 1.2 ha (3 acres) will only be permitted if such subdivision can be connected to the Community Water system, as outlined in the Anmore Works and Services Bylaw. The existing water system has sufficient capacity to accommodate Anmore's current growth projections.

Policy MS–6
Private water systems using surface water sources will not be permitted for new subdivisions.

LIQUID WASTE COLLECTION AND DISPOSAL POLICIES

Policy MS–7

The Village will join the Greater Vancouver Sewage and Drainage District to accommodate the connection of Anmore Green Estates to the Greater Vancouver Sewage and Drainage District System. During the time frame of this Plan, the Village will not develop a municipal-wide sewer system.

Policy MS–8

As per the Regional Growth Strategy, the Greater Vancouver Sewerage and Drainage District will not extend regional sewage services to Rural areas. An extension may be considered to address public health issues or protect the region's natural assets. An application to amend the Regional Growth Strategy to extend the sewage system would be subject to further study and exploration and be funded entirely by the owners/residents who would use the system. Private sewage disposal systems will continue to be approved by the BC Ministry of Health or the BC Ministry of Environment.

Policy MS–9

The Village will consider proposals from developers that involve private packaged treatment plants and common disposal fields to service new subdivisions provided that:

- The facilities are owned and operated by professionals and reputable utility companies as so determined by the Village; and
- The facilities are approved in accordance with the standards established by the Ministry of Environment, or other applicable responsible authority.

STORMWATER DRAINAGE POLICIES

Policy MS–10

During the time frame of this Plan, the Village will not install an enclosed piped stormwater drainage system; however, improvements to the existing network of green infrastructure systems throughout the Village, such as drainage ditches and engineered bioswales, as well as the introduction of new systems such as groundwater infiltration and recharge areas, green roofs, pervious surfaces, etc., is anticipated.

Policy MS–11

All individual subdivisions will be required to provide drainage systems in accordance with the standards of the Works and Services Bylaw.

Policy MS–12

Subdividers will be encouraged to implement low impact development and stormwater management best practices to protect local watersheds and stream hydrology, and to ensure that pre-development and post-development drainage flows are to be the same in peak intensity.

Policy MS–13

Open ditches and bioswales are to be retained where possible.

SOLID WASTE COLLECTION AND DISPOSAL POLICIES *(BYLAW NO. 726-2025)*

Policy MS–14

The Village encourages waste reduction through greater waste diversion in households, businesses, schools and Village facilities.

Policy MS–15

The Village supports initiatives to reduce construction waste and encourages sustainable waste reduction and recycling/reuse practices.

STREET LIGHTING POLICIES

Policy MS–16

The Village will provide street-lighting on sections of East Road and Sunnyside Road, only where it is considered an important safety measure.

Policy MS–17

The Village will utilize Dark Sky principles in the design of lighting schemes and selection of lighting fixtures to reduce glare and light pollution.

7. ENVIRONMENT

Anmore's natural environment is highly valued and recognized for its local and regional significance; however, the impact of urban development and recreational activity puts sensitive areas at risk. Environmental policies seek to create a balance between upholding a commitment to preserve the environment, providing access and enjoyment of natural areas, welcoming new residents, and contributing to Anmore's identity and character.

Anmore's water courses are shown on Schedule D. Steep slopes are identified on Schedule E ***(BYLAW NO. 726-2025)***.

OBJECTIVES – ENVIRONMENT

- To promote and support the long-term protection and stewardship of Anmore's natural environment.
- To recognize the importance of the natural environment in maintaining biodiversity, water and air quality, and contributing to the semi-rural character of the Village.
- To balance environmental protection and stewardship with the need to accommodate some future growth and provide recreational opportunities for residents.
- To minimize the negative impacts of development and public access to environmentally sensitive areas.

ENVIRONMENTAL STEWARDSHIP POLICIES

Policy E–1 *(BYLAW NO. 726-2025)*

Important environmental features, including: regionally important watercourses, riparian areas and steep slopes of 20% or greater, are generally indicated on Schedule D – Watercourse Map and on Schedule E – Steep Slopes Map. The intent of these two schedules is to alert property owners that a potential constraint may exist and that appropriate information may be required when seeking development of those lands.

Policy E–2

The Village strongly supports the promotion and preservation of the long-term health of our surrounding terrestrial, aquatic and riparian ecosystems, species of concern and sensitive environmental areas.

Policy E–3

The Village may require an applicant for subdivision, rezoning, development permit or other approvals to provide an assessment of the subject lands by a Qualified Environmental Professional (QEP) to identify potential impacts on aquatic, wetland and terrestrial habitat and make recommendations for protection or mitigation measures, as necessary.

Policy E–4
The Village will work with local, regional and provincial organizations to provide educational opportunities related to the responsible use and stewardship of the natural environment.

Policy E–5
The Village will promote and encourage residents to utilize programs such as Naturescape British Columbia, a co-operative program that provides resources for residents to protect wildlife habitat close to their homes and to utilize native species in landscaping schemes.

Policy E–6
The Village encourages residents, schools, commercial operations and local community groups to participate in helping the Village maintain the health of the surrounding natural environmental. Such community-based initiatives could include:

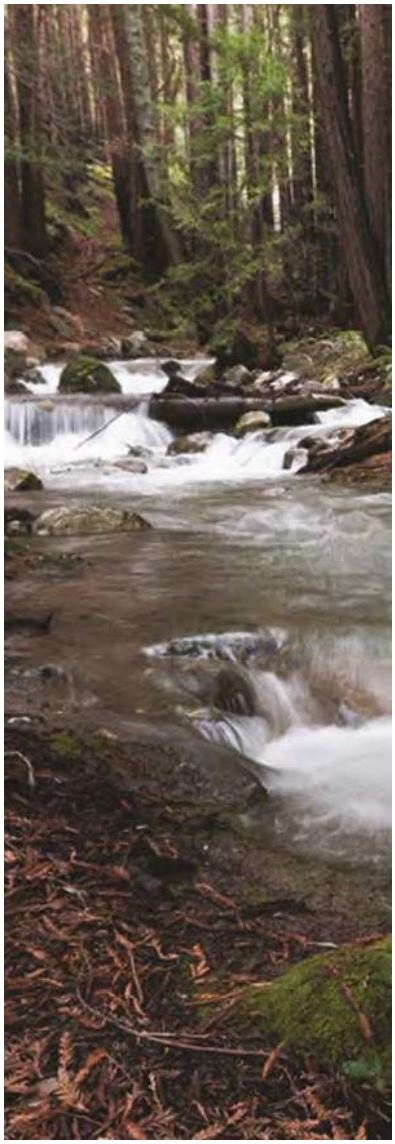
- Habitat restoration and monitoring.
- Habitat clean-up days.
- Community gardens and composting.
- Removal of invasive plant species.
- Open space and natural area restoration.

Policy E–7
The Village recognizes that inventory and mapping of environmentally sensitive areas should be based on the best available data and therefore supports the completion of a Village mapping and assessment project, with new information to be incorporated into existing policies and regulations.

Policy E–8
At the time the Zoning Bylaw, Works and Services Bylaw and other relevant bylaws are reviewed, amendments or additions may be warranted to reflect policies within this OCP intended to protect environmentally sensitive areas and wildlife habitat.

Policy E-9 *(BYLAW NO. 726-2025)*

The Village recognizes the importance of protecting our natural areas and will advocate to the Province to protect the 500 ha of Crown lands located within Anmore in the context of the Metro 2050 regional plan to increase the percentage of lands protected for nature.



WATERSHEDS WATERCOURSES AND WETLANDS POLICIES

Policy E–10 *(BYLAW NO. 726-2025)*

All applications for development, as defined in the Province's Riparian Areas Regulation (RAR), are required to follow the RAR assessment methodology for establishing setbacks. The Village will pursue the protection of riparian areas through the application of a Development Permit Area (DPA-3), for the lands generally illustrated in Map 4 of Appendix 2 - Watercourse Protection Development Permit Area Map and outlined in the Village's Zoning Bylaw.

Policy E–11

At the discretion of the Approving Authority, during the subdivision review process, the applicant will be required to enter into a non-disturbance restrictive covenant prohibiting vegetation disturbance and removal as well as the protection of sensitive areas from future development.

Policy E–12

The Village will discourage public access into riparian and other sensitive environmental areas through the provision by owner/developers of standardized rail and post fencing, landscape treatment and signage on both public and private lands.

Policy E–13

Property owners/developers are encouraged to protect and enhance stream corridors and other sensitive areas located on privately owned lands that are accessible to the public.

Policy E–14

The Village supports a coordinated approach with the City of Port Moody to achieve consistent and effective protection of the watercourses that flow through the two communities.

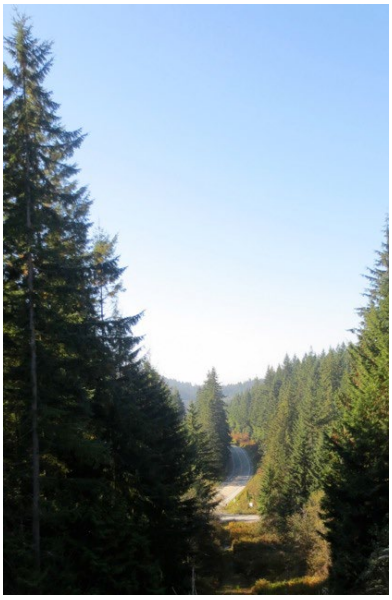
Policy E-15

The Village will continue to protect watercourses and surface water sources utilized for domestic water needs, with the intention of expanding the Community Water system to all residences in Anmore.

Policy E-16 *(BYLAW NO. 726-2025)*

The Village may consider accepting the dedication of riparian areas as park in conjunction with subdivision or development and considered for future designation as Conservation and Recreation land when updating the Regional Context Statement if appropriate.

FLOODPLAIN POLICIES



Policy E–17 *(BYLAW NO. 726-2025)*

In assessing the hazard implications of development proposals, the Village may require and rely on qualified professionals to conduct studies to identify potential flood hazards and recommend mitigative measures to protect against such hazards.

STEEP SLOPE POLICIES

Policy E-18 *(BYLAW NO. 726-2025)*

The Village's Approving Authority will encourage the subdivision of areas that have steep slopes, such as those identified on Schedule E, to be undertaken in an innovative manner, respecting the topographic constraints, and consistent with relevant residential land use policies.

Policy E–19

The Village's Approving Authority will discourage extensive cut and fill and clear cutting on hillside subdivisions in order to prevent erosion, and to limit the visual impact of these activities.

Policy E–20

The Village's Approving Authority and Building Inspector may require that geotechnical studies be undertaken by the subdivider/developer for lands that may be subject to slippage or erosion prior to approval of subdivisions or construction of buildings.

TREE RETENTION AND VEGETATION POLICIES

Policy E–21

The Village's Approving Authority will encourage tree retention and replanting for new subdivisions, as outlined in the Tree Management Bylaw. In particular, tree retention is desirable and, in some cases, may be essential along road frontages, shared property lines and natural watercourses.

Policy E–22 *(BYLAW NO. 726-2025)*

The Village may require an applicant for subdivision or development to retain a professional forester or arborist to conduct a tree removal assessment in order to determine how to prevent trees from blowing down and damaging private property.

Policy E–23

The Village will require landowners to replace trees or vegetation removed for safety or engineering concerns with native species landscaping.

Policy E–24

The Village supports residents' initiatives to remove invasive plant species and replace these with native species.

Policy E–25 *(BYLAW NO. 726-2025)*

The Village will continue to monitor the effectiveness of the Tree Management Bylaw in protecting tree canopy percentages and update the bylaw if appropriate.

WILDLIFE PROTECTION POLICIES

Policy E-26

The Village will encourage developers to retain a QEP to assess the presence of protected vegetation and/or wildlife and/or their habitats and prepare an assessment report as part of a subdivision or development application. The assessment should include, but is not limited to, surveys for nests of protected bird species and presence of habitat of protected amphibian species. If present, the QEP must develop a nest management plan and/or habitat mitigation plan within the assessment report and submit to the Village and/or the Village's environmental representative.

Policy E-27 *(BYLAW NO. 726-2025)*

The Village will discourage land clearing during the bird nesting season, generally extending between March 15 and August 31 of any year. If land clearing is proposed at this time, the applicant shall retain a QEP to ensure activities comply with the Government of BC's *Wildlife Act* and/or the Government of Canada's *Migratory Birds Convention Act*. The QEP is required to submit a report to the Village and/or the Village's environmental representative prior to issuance of a tree cutting permit.

Policy E-28

The Village encourages the identification, retention and enhancement of connected wildlife corridors in any development proposal.

Policy E-29

The Village requires the use of appropriate garbage bins and other safety precautions to minimize the risk of negative wildlife encounters and will make educational resources available to the public.

Policy E-30

The Village encourages implementing Dark Sky principles, as advocated by the International Dark-Sky Association, in outdoor lighting schemes for public and private developments, to limit light pollution, which can disturb wildlife and impact the night sky – a valued element of the semi-rural character of the Village.

8. SOCIAL AND COMMUNITY WELL-BEING

Social planning is the process of developing and building community well-being. Throughout the public engagement process for the OCP Update, participants expressed a desire to support cultural and social elements, provide community gathering places and work towards a community that is age-friendly, safe, healthy and inclusive. The policies in this section seek to support and enhance this sense of community, recognizing the value of planning for a socially equitable and culturally vibrant future.

OBJECTIVES – SOCIAL AND WELL-BEING

- To consider the diverse and changing needs, means, ages and abilities of all current and future residents.
- To continue to work toward an accessible community, free of social and physical barriers, for people with disabilities.
- To support innovative and affordable housing for renters, and people with special needs.
- To encourage a high level of community volunteerism.
- To continue to support the retention of Anmore's heritage.
- To continue to support local cultural initiatives that celebrate the visual and performing arts.
- To continue to promote harmonious inter-cultural and inter-faith relations.

GENERAL POLICIES

Policy S–1
The Village will follow accessible and adaptable design guidelines for public facilities.

Policy S–2
The Village will continue to work cooperatively and support School District 43 with respect to school facilities to accommodate Anmore's child and youth population.

HOUSING POLICIES

Since 1992, the *Local Government Act* has required an OCP to include housing policies of the local government respecting affordable housing, rental housing and special needs housing. As these terms are not defined statutorily, each local government determines what constitutes "affordable" and "special needs". The Village will strive to address the housing needs of residents through the following policies:

Policy S–3 *(BYLAW NO. 726-2025)*
The Village will consider development applications that propose innovative and affordable housing for renters and people with special needs within each category of the Housing Needs Assessment report completed in 2024.

Policy S–4 *(BYLAW NO. 726-2025)*
The Village supports the creation of innovative housing units including secondary suites (self-contained dwelling units) and coach houses to increase residential land use efficiency and provide a broader range of the housing types and sizes that are permitted by Anmore's Zoning Bylaw as a proactive approach to address the housing crisis including potential homelessness.

Policy S–5
The Village, through its website and newsletters, will provide information on programs of other levels of government that may be of interest to Anmore residents. Examples include: Home Adaptation for Independence (BC Housing), rental assistance for lower income seniors and families (BC Housing), and Property Tax Deferment (BC Ministry of Finance).

Policy S–6
The Village will undertake a Housing Action Plan to assess housing needs and identify priorities for housing in the Village.

AGE-FRIENDLY POLICIES

Age-friendly policies are intended to address the emerging needs of an aging population and develop as an accessible and inclusive community for all residents.

Policy S–7

The Village will implement the prioritized policies of the Age-Friendly Action Plan prepared for the Village of Anmore in 2013, which include the following:

- Incorporate elements of the Age-Friendly Plan into development applications;
- Provide safe and accessible passage to public buildings;
- Develop trail guidelines to respond to the needs of seniors and people with mobility challenges;
- Work with BC Transit to improve transit service throughout the day;
- Develop a community ride-share program specific to meeting the needs of seniors and people who do not drive;
- Consider applications for residential land uses and housing options that provide residents the opportunity to "age in place";
- Develop a Community Resource Directory to identify the services and programs offered locally and in adjacent communities; and
- Develop a volunteer bank based on skills and interests to help match people's skills to the communities needs.

Policy S-8

The Village will ensure that input from the Village's youth is sought and that their needs and interests are considered in future-planning initiatives, events and activities.

HERITAGE POLICIES

Policy S–9

The Village will continue to develop the archives of the community and seek appropriate venues for display, encourage efforts to record the oral history of the community into written form, and encourage the retention of public structures, natural features or places of historic significance.

ARTS AND CULTURE POLICIES

Policy S–10

The Village will encourage the development of arts in the community, the inclusion of public art within public projects, and building arts components into heritage and community events, such as Ma Murray Day.

Policy S–11

The Village will encourage an open and respectful community dialogue through various means, including public meetings, the Village website, other online sources and forms of social media.

SAFETY AND SECURITY POLICIES

Policy S-12 *(BYLAW NO. 726-2025)*

The Village will update and implement the Emergency Management Plan, support the work of the Volunteer Fire Department and continue to work with the Royal Canadian Mounted Police to maintain safety and security in the community.

FOOD SECURITY POLICIES

Food security in non-agricultural communities is commonly defined as the growing of fruits, vegetables and herbs within cities. There has been renewed interest in growing local foods, not only in back yards, but in community gardens located in parks, school yards, vacant lots, along roads, privately donated land and

rooftops. The intent of food security policies is to raise awareness of the importance of supporting a healthy and sustainable supply of local food regionally and locally.

Policy S–13

The Village encourages residents to grow foods on their property for personal consumption, explore the potential to sell foods locally and look for opportunities to buy foods from local or regional sources.

Policy S–14

The Village will consider establishing a community garden in the Village Centre, to be maintained by Anmore volunteers.

9. GREENHOUSE GAS EMISSION REDUCTION STRATEGY

Pursuant to Section 473(3) of the *Local Government Act* an OCP must include targets for the reduction of greenhouse gas emissions and policies to achieve those targets. Under the BC Climate Action Charter, the Village of Anmore has committed to creating a more complete, compact and energy efficient community ***(BYLAW NO. 726-2025).***

TARGETS

The greenhouse gas (GHG) emission reduction targets for Anmore use the 2007 emissions levels as a baseline. These targets have been set on the basis of reducing the community's carbon footprint while respecting the community's vision of retaining the Village's semi-rural character. The Village recognizes the need to pursue emission targets; however, due to the established land use pattern, relatively secluded location of the Village and dependence on vehicle travel, meeting these targets will be exceedingly challenging.

	2020	2050
Buildings Target Reduction	33%	80%
Transportation Target Reduction	16.5%	40%

According to the 2010 Community Energy and Emissions Inventory (CEEI) report prepared by the Province of British Columbia, 54% of Anmore's GHG emissions were associated with road transportation, 40% were associated with building operations, and 6% from solid waste.

As of 2010, Anmore was behind in meeting its emission reduction targets for 2020. Transportation emissions, in particular, show an upward trend, away from the targets. A stronger, more comprehensive approach will be required if Anmore is to meet these targets.

One particular area of improvement related to transportation emissions, would be to increase the number of commuting trips made by foot and by bicycle. Approximately 18% of commuting trips are for distances of less than 5 km. These trips could be achieved on foot or by a relatively easy bicycle ride.

Another 29% of trips are between 5 km and 15 km, which could be achieved by a moderate (20 - 60 minute) bicycle ride. Transit and carpooling should also be encouraged to reduce the emissions associated with the remaining 52%
of trips.

BUILDING / LAND USE

Policy GHG–1
The Village supports alternative energy sources such as solar hot water, geoexchange heating and photovoltaic electricity, as well as passive solar design to minimize the lighting, heating and cooling demands of new and existing buildings.

Policy GHG–2
The Village supports the green building requirements for new construction established in the BC Building Code.

Policy GHG–3
The Village supports achievement of higher standards of green building for new and retrofit homes through programs such as LEED®, EnerGuide, Green Star, Green Globes, CASBEE, BREAM or Built Green.

Policy GHG-4
The Village will promote awareness and uptake of provincial (e.g. LiveSmart BC, BC Hydro) financial incentive programs for home energy retrofits.

Policy GHG–5
The Village will encourage residents to either preserve natural landscaping or convert back to natural landscaping using native species (as opposed to maintained lawns) and retain tree cover so as to increase the carbon sequestration potential of landscaping and vegetation.

Policy GHG–6 *(BYLAW NO. 726-2025)*
The Village may enforce the requirements of the Tree Management Bylaw as a means of retaining tree cover.

Policy GHG–7
The Village will continue to permit secondary suites and coach houses through the Zoning Bylaw, in order to increase residential land use efficiency.

Policy GHG–8
The Village supports home-based businesses and residents working from home to reduce commuting trips outside the Village.

Policy GHG–9
The Village will consider approaches to minimize greenhouse gas emissions in the construction of Village facilities and in corporate operations.

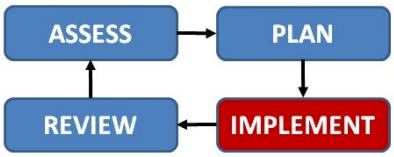
Policy GHG–10
The Village supports the use of private land for local food production by residents and encourages residents to purchase food produced locally and regionally, to reduce the carbon footprint associated with transporting food.

TRANSPORTATION

Policy GHG–11
The Village will focus on increasing walking and cycling as viable transportation alternatives.

Policy GHG–12
The Village will examine the road network to identify opportunities to enhance active transportation options.

Policy GHG–13
The Village will collaborate with TransLink and Anmore residents to explore measures to increase transit ridership.



Policy GHG–14
The Village will collaborate with TransLink to explore measures to increase transit use by visitors to Buntzen Lake Recreational Area.

Policy GHG–15
The Village will collaborate with TransLink, Port Moody and Coquitlam to establish strong linkages to Evergreen Line stations by bus, bicycle, walking, or any combination of these modes.

Policy GHG–16
The Village supports car-pooling and ride share programs to reduce dependence on the private vehicle.

Policy GHG–17
The Village will support programs and initiatives such as Bike to Work Week.

SOLID WASTE *(BYLAW NO. 726-2025)*

Policy GHG–18
The Village encourages waste reduction through greater waste diversion in households, businesses, schools and Village facilities.

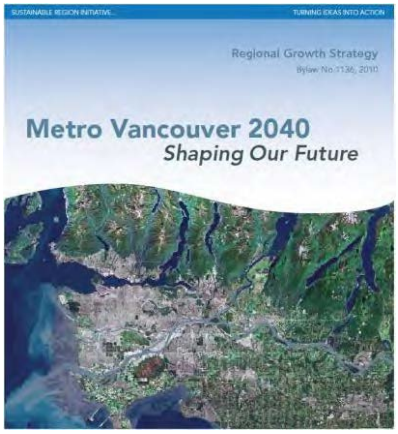
Policy GHG–19
The Village supports residential composting of kitchen and yard waste to reduce solid waste disposal requirements.

ACTIONS

Policy GHG–20
The Village will review the Zoning Bylaw and Building Bylaw to identify any significant barriers to achieving GHG emission reductions in Anmore.

Policy GHG–21
The Village will work with the Province to obtain the tools and resources needed to measure GHG emissions and monitor reduction efforts.

10. PLAN IMPLEMENTATION



The implementation of this Plan Update will require a number of initiatives by the Village, including capital and operating funds. The former is primarily related to municipal services; the latter is staff time required to bring the bylaws of the Village into conformity with this Plan Update. Additionally, community organizations are identified as a means to help implement various aspects of the Plan Update.

CAPITAL ITEMS

The following items are identified for implementation in this Plan. These may have an impact on the Village's annual Capital Budget and Five-Year Capital Plan.

REVENUE

- Increase the Village's contributions to the Capital Asset Reserve Fund (Policy FS–1).

EXPENDITURES *(BYLAW NO. 726-2025)*

- Implement safe crossings and/or traffic calming measures for pedestrians and cyclists (Policy T–3), where needed.
- Provide Dark Sky Street lighting on sections of East Road and Sunnyside Road, should a safety concern arise (MS–16 and MS-17).

OPERATIONAL ITEMS

Village staff and consulting time will be needed to implement a number of policies of this Plan. These items may have an impact on the Village's annual Operating Budget.

FINANCIAL

- Review and update the Development Cost Charge Bylaw and the Fees and Charges Bylaw on a regular basis (Policies FS–9 and FS-10).
- Monitor possible financial implications of growth and re-adjust the Financial Sustainability Plan accordingly (Policy FS–11).

LAND USE *(BYLAW NO. 726-2025)*

- Update Zoning Bylaw to be consistent with the OCP.
- Complete a Parks Master Plan (Policy P&TLU–8).
- Conduct an inventory and mapping of Anmore's environmentally sensitive areas (Policy E-7).

TRANSPORTATION

- Work with Port Moody and Translink to provide a pedestrian and bicycle route from the Evergreen Line station at Ioco Road to Anmore (Policy T–8).
- Work with the schools to establish educational programs to promote walking and cycling and to provide bicycle parking (Policy T–7).
- Work with Translink to continue to improve the shuttle service and add transit stops in new subdivisions (Policies T–9 and T-10).

MUNICIPAL SERVICES

- Review the Works and Services Bylaw for consistency with the OCP.
- Consider preparation of an Infrastructure Asset Management Renewal and Replacement Policy (Policy MS–2).
- Continue to pursue infrastructure grants from other levels of government (Policy MS–3).

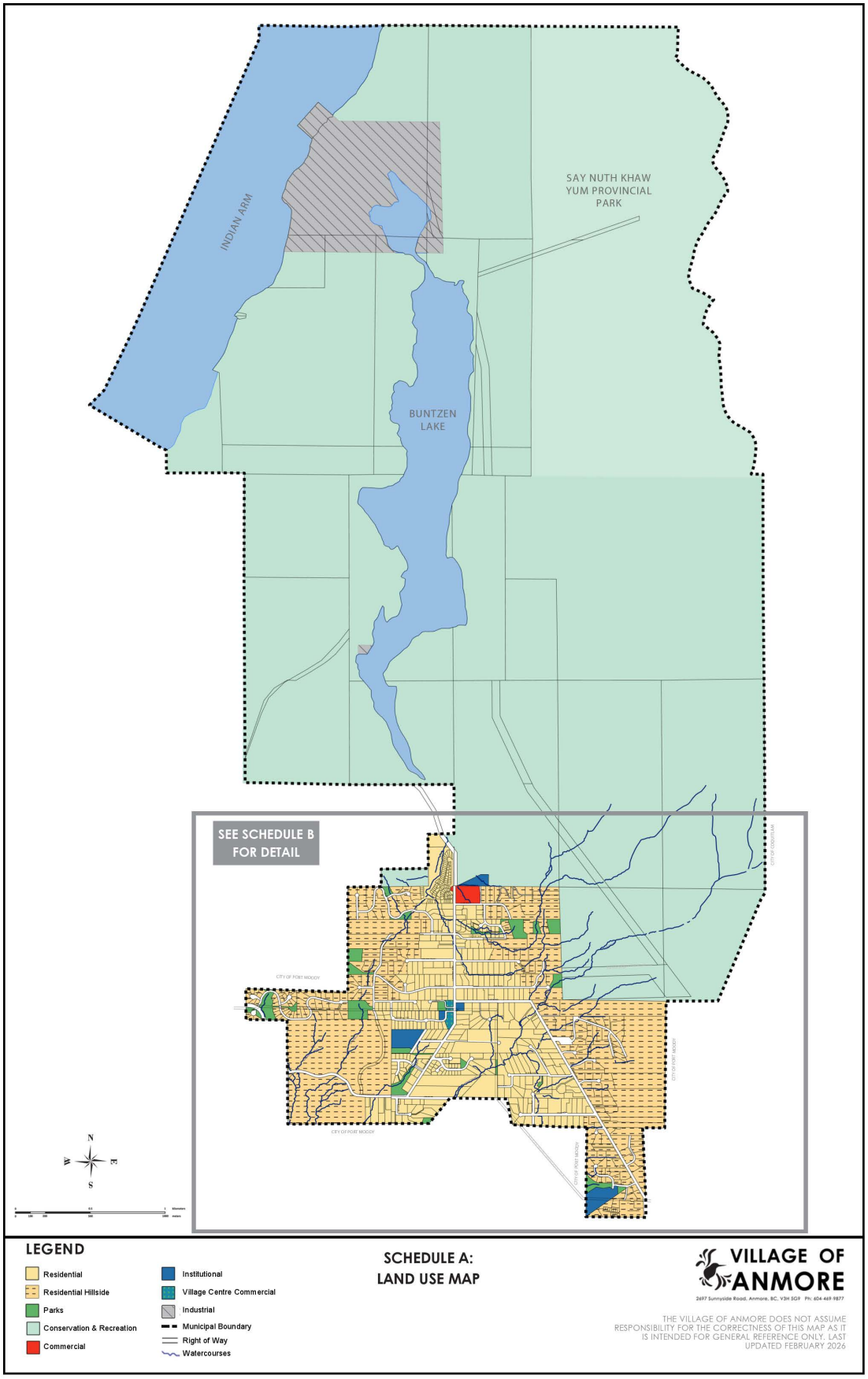
SOCIAL AND COMMUNITY WELL-BEING *(BYLAW NO. 726-2025)*

- Consider developing accessible and adaptable design guidelines for public facilities (Policy S–1).
- Provide information on housing programs of other levels of government (S–5).
- Prepare a Housing Action Plan to identify housing needs and priorities (Policy S-6).
- Adopt and implement the policies of the Age-Friendly Action Plan, 2013 (Policy S–7).
- Update and implement the Emergency Management Plan (Policy S–12).

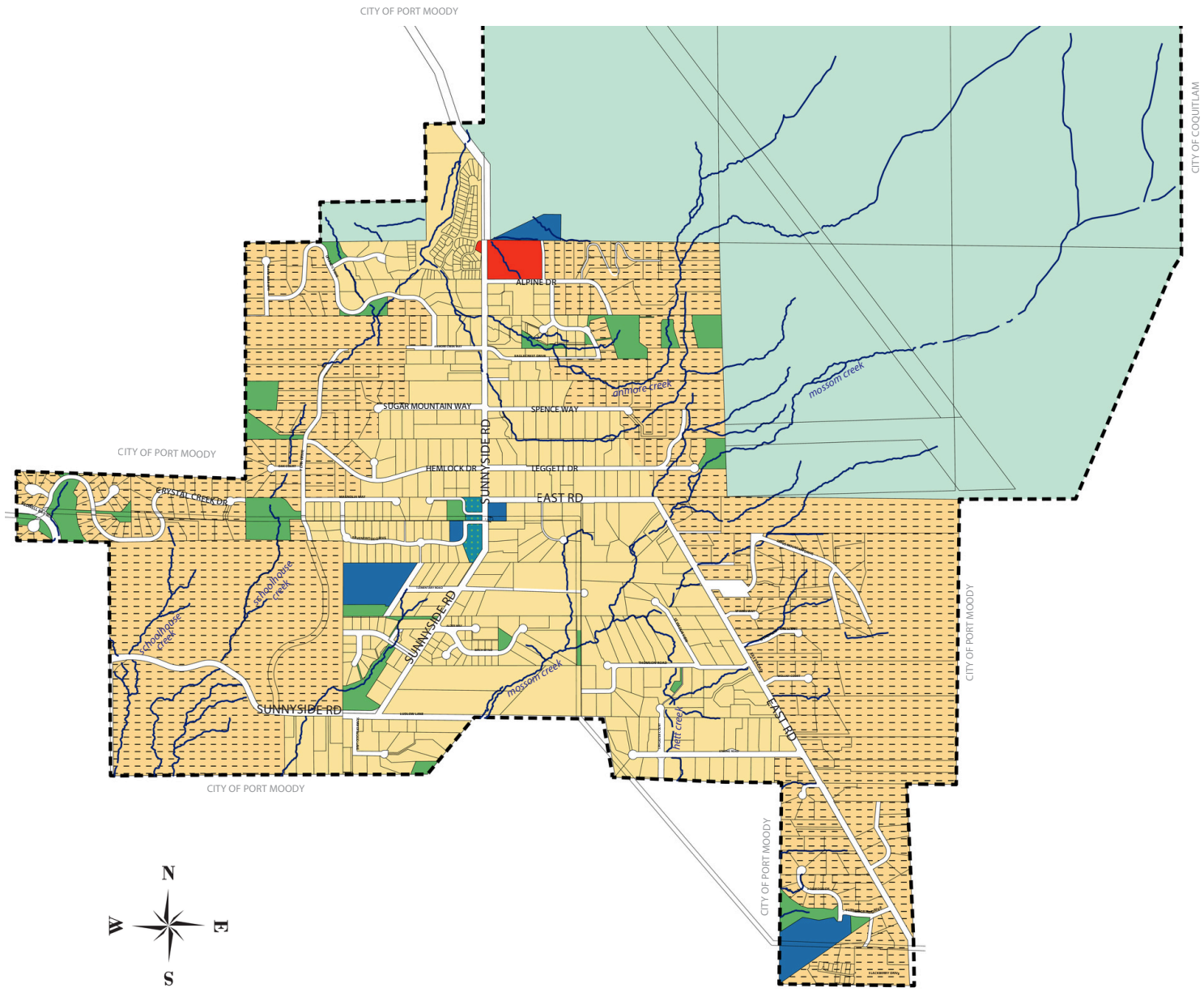
OTHER *(BYLAW NO. 726-2025)*

- The Village will work closely with local community organizations as a means of realizing the objectives and policies of this Plan.

11. SCHEDULES *(BYLAW NO. 726-2025)*



SCHEDULE B: LAND USE MAP (DETAILED)



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LEGEND

- Residential
- Hillside Residential
- Parks
- Conservation & Recreation
- Commercial
- Institutional
- Village Centre Commercial
- Watercourses
- Municipal Boundary
- Right of Way

VILLAGE OF ANMORE

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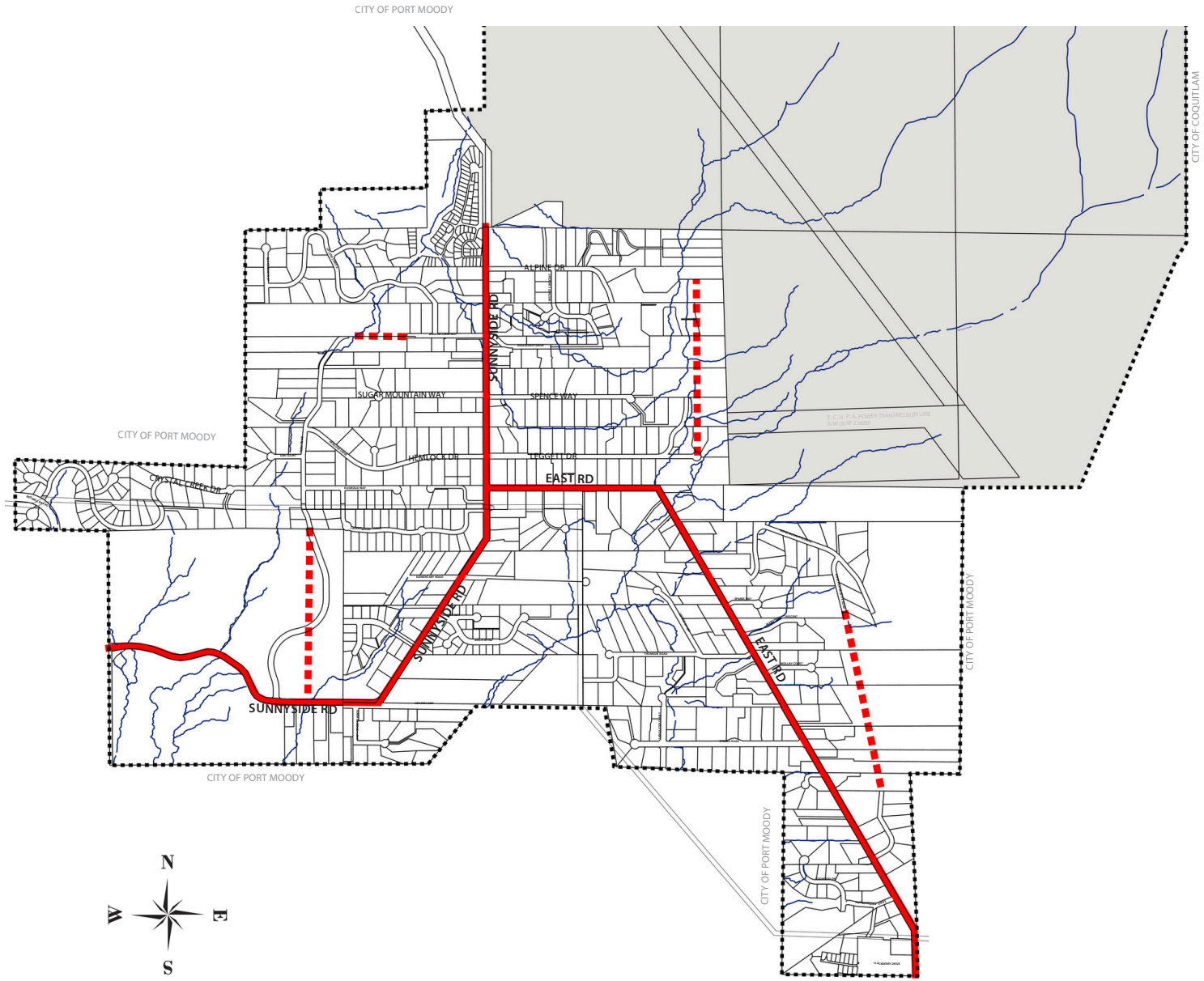
SCHEDULE C: ROAD NETWORK MAP



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LEGEND

- Major Road Network
- Minor and Local Road Network
- Future Road Alignment
- Watercourses
- Municipal Boundary
- Right of Way
- Rural Residential
- Conservation & Recreation

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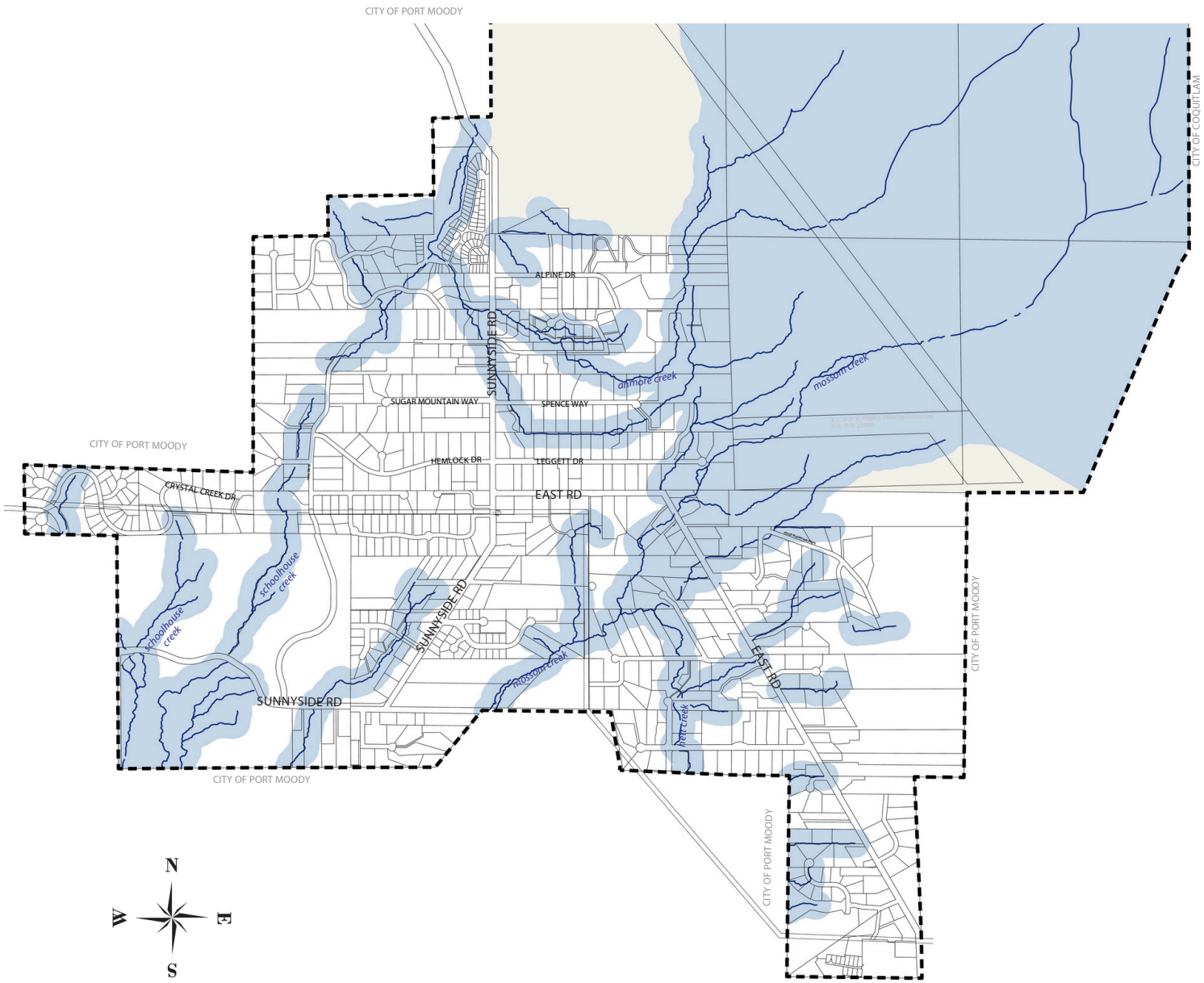
SCHEDULE D: WATERCOURSE MAP



LEGEND

- Watercourses
- Watercourse Protection Area
- Municipal Boundary
- Right of Way
- Rural Residential
- Conservation & Recreation

0 0.5 1 kilometers
0 100 200 500 1000 meters

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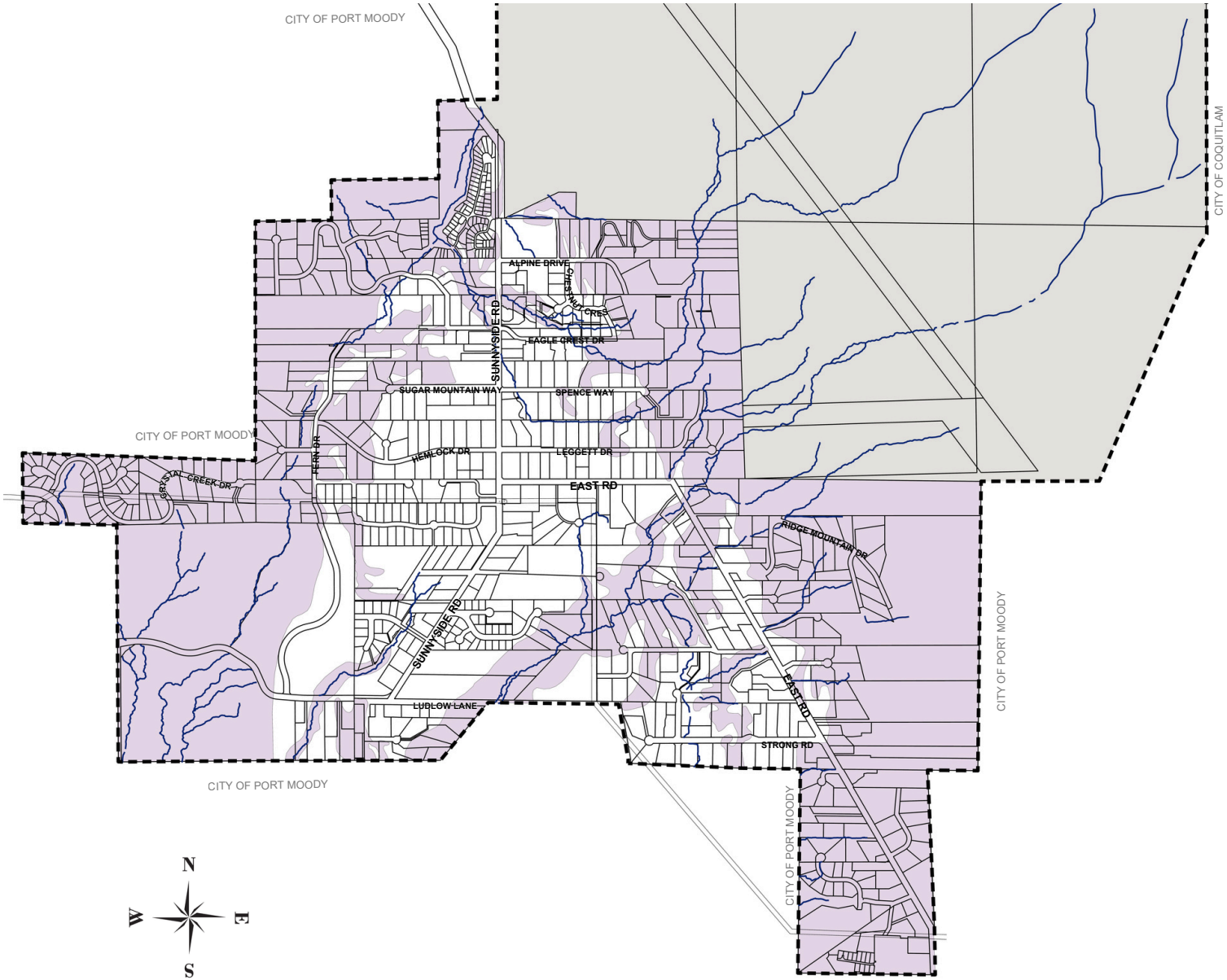
SCHEDULE E: STEEP SLOPES MAP



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LEGEND

- Steep Slopes (equal to or greater than 20% slope)
- Watercourses
- Municipal Boundary
- Right of Way
- Rural Residential
- Conservation & Recreation

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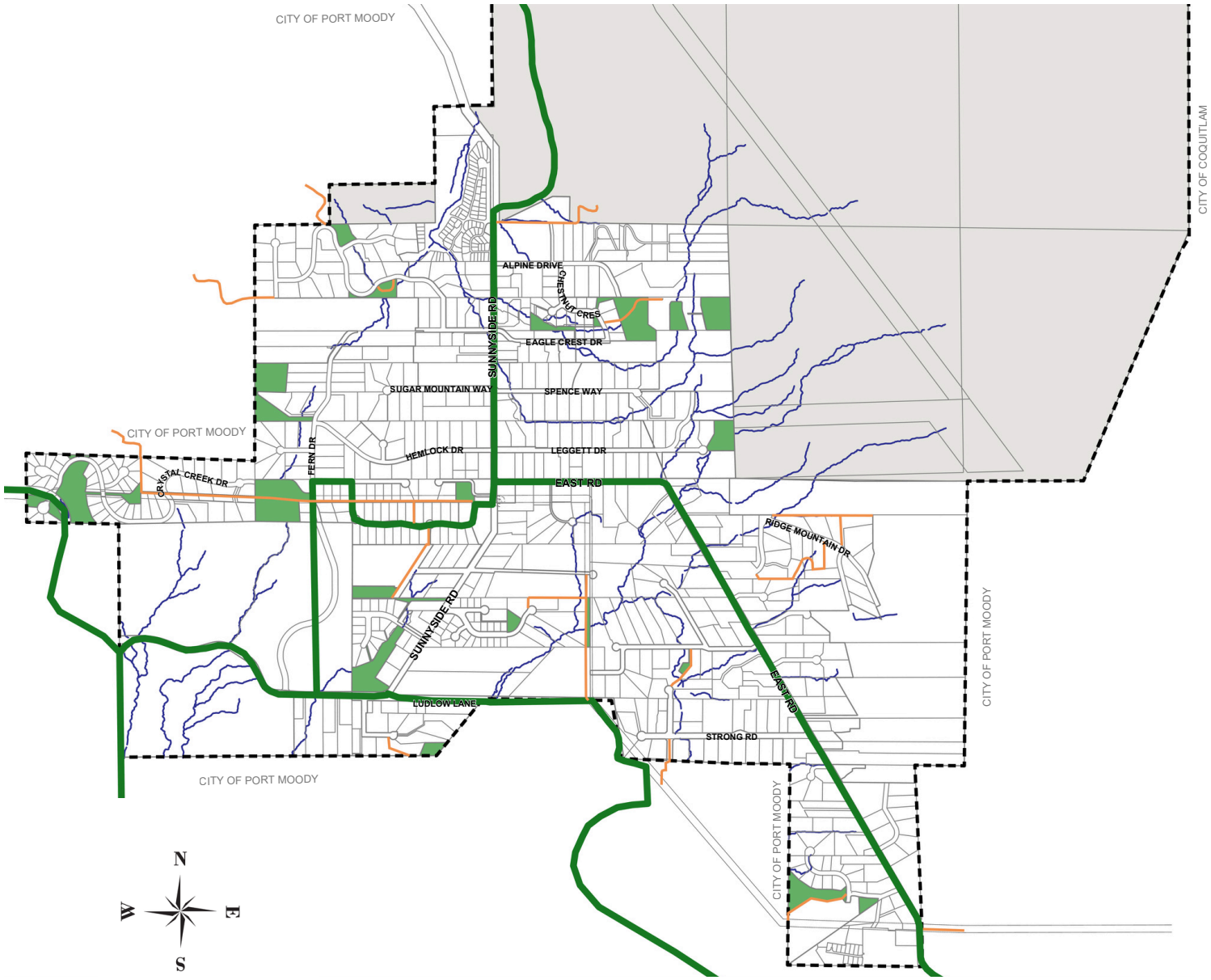
SCHEDULE F: PARKS AND TRAILS MAP



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LEGEND

- Parks
- Trails
- Watercourses
- Regional Greenway Network (Metro 2050)
- Municipal Boundary
- Right of Way
- Rural Residential
- Conservation & Recreation

VILLAGE OF ANMORE

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12. APPENDICES *(BYLAW NO. 726-2025)*

Appendix 1: Regional Context Statement & Maps

Anmore Council endorsed Metro Vancouver's Regional Growth Strategy (RGS), Metro 2050 in 2023. The RGS aims to manage growth to support complete, connected, and resilient communities, while protecting important lands and supporting the efficient provision of urban infrastructure. This Regional Context Statement (RCS) outlines how Anmore's OCP policies are consistent with the RGS, and where they are not, it outlines how Anmore will work towards alignment.

This updated Regional Context Statement demonstrates Anmore's proactive approach to regional collaboration and the Village's dedication to balancing regional growth objectives with its community values and environmental stewardship. It underscores Anmore's role in fostering a sustainable and prosperous future, in accordance with both the local aspirations of its residents and the broader objectives of the Metro Vancouver 2050 Growth Strategy.

The Village's OCP was adopted in 2014. Since that time, new provincial legislation has been passed with the objective of increasing housing supply and affordability in the province and to ensure each municipality's OCPs are aligned with their most recent housing needs report. These changes are reflected in this amended Regional Context Statement. With this said, the Village intends to complete a comprehensive update to the entire OCP in the future to ensure that the community's long-term vision is refreshed and reflected in any future proposed policies and objectives as they relate to RGS and provincial housing legislation.

This RCS has been prepared in accordance with the Metro 2050 Implementation Guideline Regional Context Statement template.

Regional Context Statement Checklist

Mapping Requirements

Mapping has been added in accordance with Metro 2050 Implementation Guidelines.

Regional Land Use Designations include:

- General Urban
- Rural
- Agricultural
- Industrial
- Employment
- Conservation and Recreation

Map 1 of the Regional Context Statement identifies Anmore's Regional Land Use designations. There are no Agricultural and Employment designated lands within the Village. The majority of Anmore, with the exception of the Eagle Mountain Middle School site and parcels south of Hummingbird Drive, including a development referred to as Anmore Green Estates, is uniquely located outside of the Urban Containment Boundary as specified in Metro 2050 and designated as RURAL in Metro 2050, with no Urban Centre or

Frequent Transit Development Areas. Additionally, a portion of the municipality is identified as a Special Study Area, for further consideration of alternate land uses by the Village. This set of land use criteria provides an opportunity for Anmore to uniquely contribute to regional growth by providing housing forms and a semi-rural lifestyle in proximity to two urban centres (Port Moody and Coquitlam) for residents not commonly available elsewhere in the region.

Special Study Area

As depicted on Map 1, a portion of Anmore formerly owned by Imperial Oil (and commonly referred to as the IOCO Lands) has been identified as a Special Study Area for future consideration of alternate land uses.

Policy IOLU-3 and other policies in the Special Study Area section of the OCP outlines the Village's requirements that must be completed for Council to consider the future development of the area. These include the development of a number of technical studies/analysis and a comprehensive neighbourhood planning process. The Village also expects a commitment to exceptional neighbourhood performance for these lands.

Population, Dwelling Unit and Employment Projections Requirements

Section 1.1.9(b) of Metro 2050 requires member jurisdictions adopt RCSs that "provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the UCB."

Anmore's Current Population estimate for 2025 is - 2604 people.

Anmore's Current Dwelling Unit count estimate for 2025 - 814 units.

Anmore's Current estimated employment for 2025 is a total of 785 jobs.

Employment Projections to 2030, 2040 and 2050 based on medium growth are as follows:

- 2030 – 862 jobs
- 2040 – 995 jobs
- 2050 - 1099 jobs

Population Forecasts

- 2030 – 2728 people
- 2040 – 2989 people
- 2050 – 3253 people

Section 1.2.24(a) of Metro 2050 requires member jurisdictions adopt Regional Context Statement that "provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2."

This is not applicable to Anmore given the relatively small area of the municipality located within the urban containment boundary.

Section 6.2.7 of Metro 2050 provides member jurisdictions with the flexibility to amend OCP land use designations (or equivalent) without amending the RCS under certain circumstances. Language has been included in the RCS under Section 6.2.7 that indicates that Council may consider changes to land use designations in accordance with the parameters established in the plan in the future should the need arise.

METRO 2050 REGIONAL CONTEXT STATEMENT

Metro 2050 Regional Targets		
Goal 1 Create a Compact Urban Area Targets		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
1.1.9 b) Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of **focusing 98% of residential growth inside the Urban Containment Boundary**	The majority of the lands within Anmore are located outside of the Urban Containment Boundary (UCB). Those lands contained within the UCB are shown on Map 1 and involve a limited number of parcels including a middle school site. The majority of Anmore's growth will occur on Rural designated lands in a manner consistent with community character. Population, Dwelling Unit and Employment Projections estimates for Anmore are as follows: **Population** • Year 2025: 2,604 • Year 2050: 3,253 **Dwelling Units** • Year 2025: 814 • Year 2050: 1048 **Employment** • Year 2025: 785 jobs • Year 2030: 862 jobs • Year 2040: 995 jobs • Year 2050: 1099 jobs	
1.2.23 a) provide dwelling unit and employment projections that indicate the Member Jurisdiction's share of planned growth and **contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2** (Dwelling Unit and Employment Growth	Anmore does not contain Urban Centres or Frequent Transit Development Areas.	This section is not applicable to Anmore.

Targets for Urban Centres and Frequent Transit Development Areas) Regional Targets for Residential Growth by Location: • **All Urban Centre Types: 40%** • **Frequent Transit Development Areas: 28%** Regional Targets for Employment Growth by Location: • **All Urban Centre Types: 50%** • **Frequent Transit Development Areas: 27%**		
1.2.23 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: **focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3** (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.12 *1.2.12 Implement the strategies and actions of the Regional Growth Strategy that contribute to regional targets as shown on Table 2 to:* ***a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;*** ***b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and*** c) ***focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.***	Anmore does not contain Urban Centres or Frequent Transit Development Areas	This section is not applicable to Anmore.
Goal 3 Protect the Environment, Address Climate Change, and Respond to Natural Hazards Targets		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1:	Anmore's semi-rural context combined with the fact that over half of the village is currently designated as Conservation and Recreation leaves limited ability to make significant gains in adding	*Anmore Tree Management Bylaw No. 587-2018 requires a 20% minimum tree coverage for parcels greater than 0.2 Ha*

• increase the area of lands protected for nature **from 40% to 50% of the region's land base by the year 2050**; and • increase the total regional tree canopy cover within the Urban Containment Boundary **from 32% to 40% by the year 2050.**	protected lands. This said a number of policies support this concept including: E-2 (Preservation of environmental areas), E-11, E12, and E13 (Sensitive Area Protection) E–21 re: (tree retention), E-28 (wildlife corridors) With this said, the Village recognizes the importance of protecting our natural areas and will advocate to the Province to protect the 500 ha of Crown lands located within Anmore in the context of the Metro 2050 regional plan in order to increase the percentage of lands protected for nature by the addition of Policy E-9. The Village will continue to monitor the effectiveness of the Tree Management Bylaw with the goal of protecting and enhancing the tree canopy percentages in the Village as specified in Policy E-25.	*and 10% for parcels less than 0.2 Ha.*
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the **regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030** and **achieving a carbon neutral region by the year 2050**;	Chapter 9 includes Anmore's Greenhouse Gas emission targets. These include a Building Target Reduction of 80% by 2050 and a Transportation Target Reduction of 40% by 2050. Newly added land use policies may facilitate the development of a variety of housing forms other than the traditional single family dwelling which may be more energy efficient. Transportation policies related to active transportation and advocating for transit service will also contribute to reduced emissions by changing the way residents move about the community reducing the number of short distance automobile trips. <u>Policy GHG-1 includes support for alternate energy sources. Policy GHG-2 and GHG 3 supports green building requirements for new construction and the uses of higher standards for green buildings.</u>	The Village intends to explore undertaking a full update of the OCP starting in the near term and new targets will be established as part of that process.

	Policy GHG-11 includes a focus on increasing walking and cycling as viable transportation alternatives. Policy GHG-14 includes a commitment to collaborate with TransLink to increase transit use to Buntzen lake. Policy GHG-16 includes support for car pooling and rideshare to reduce dependence upon the private vehicle.	

Goal 4 Provide Diverse and Affordable Housing Choices Target

Policy with Target	Applicable OCP Policies	Supplementary Information
4.2.7 a) indicate how they will, within their local context, contribute toward the regional target of having **at least 15% of newly completed housing units built within all Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors combined, to the year 2050, be affordable rental housing units** (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	Anmore is located outside of the Urban Containment Boundary and does not contain Urban Centres, Frequent Transit Development Areas and Major Transit Growth Corridors. This said, Anmore continues to aspire to do its part by including policy that supports innovative and affordable housing for renters and people with special needs (Policies S-3, and S-4.	See note in Section 3.3.7 a) regarding timing associated with an OCP update.

Metro 2050 Goal 1: Create a Compact Urban Area

Given Anmore's Rural land use designation, the Village of Anmore supports this goal's objectives in principle given its current intent to remain a primarily semi-rural residential community. These factors will prevent Anmore from drawing significant urban development out of the Urban Containment Boundary and away from Urban Centres. Land Use policy provides flexibility with respect to lot sizes, and densities for Anmore Council to facilitate development which will allow the community to evolve in a manner that meets local needs.

The OCP outlines several potential growth scenarios for future forecasting to 2032. The above introductory statement is evidenced by the 2021 census, as Anmore continues to grow at a slower rate than anticipated in the 2014 OCP.

The following demonstrates compliance with Metro 2050 strategies and in some cases demonstrates how the municipality will work towards the objectives of the RGS.

Goal 1 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
1.1.9 b) Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of **focusing 98% of residential growth inside the Urban Containment Boundary**	See Response in Targets Section	
1.2.23 a) provide dwelling unit and employment projections that indicate the Member Jurisdiction's share of planned growth and **contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2** (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) Regional Targets for Residential Growth by Location: • **All Urban Centre Types: 40%** • **Frequent Transit Development Areas: 28%** Regional Targets for Employment Growth by Location: • **All Urban Centre Types: 50%** • **Frequent Transit Development Areas: 27%**	See Response in Targets Section	
1.2.23 b) ii) include policies and actions for Urban Centres and	See Response in Targets Section	

Frequent Transit Development Areas that: **focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3** (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.12 *1.2.12 Implement the strategies and actions of the Regional Growth Strategy that contribute to regional targets as shown on Table 2 to:* ***a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;*** ***b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and*** ***c) focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.***		

Strategy 1.1: Contain urban development within the Urban Containment Boundary

	Section	Policy	Applicable OCP Policies
Policy 1.1.9	**Adopt Regional Context Statements that:**		
	a)	Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2)	Map 1 in addition to Schedule A and B depict the Urban Containment Boundary relative to Anmore.
	b)	Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	*Please provide response in Targets section*
	c)	Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major	Policy MS-4 includes a commitment to liase with Metro Vancouver , the local health authority and neighbouring municipalities to ensure the protection of the drinking water

		development plans as well as specific plans to separate combined sewers	supply and the prevention of water contamination as a result of development activity. The Village will continue to liaise with Metro as it has done so in the past regarding any development that will require consideration with respect to liquid waste services.
	d)	Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts	Not applicable to Anmore.
Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas			
Policy 1.2.23	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	provide dwelling unit and employment projections that indicate the Member Jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	*Please provide response in Targets section*
	b)	include policies and actions for Urban Centres and Frequent Transit Development Areas that:	
	i)	identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4	Not applicable to Anmore.
	ii)	focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.12	*Please provide response in Targets section*
	iii)	encourage office development to locate in Urban Centres through policies, economic	Not Applicable to Anmore.

		development programs, or other financial incentives	
	iv)	support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDAs and consider the use of parking maximums	Not Appliable to Anmore.
	v)	consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and, where appropriate, Major Transit Growth Corridors in a resilient and equitable way (e.g. through community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity)	Not Appliable to Anmore.
	vi)	consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas	Not Applicable to Anmore.
	vii)	consider the implementation of green infrastructure	Not applicable to Anmore.
	viii)	focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors	The Village recently constructed a new Village Hall at the crossroads of Sunnyside Road and East Road, providing a catalyst to foster and strengthen the evolution of a Village Centre at this location as per previous policy.
	ix)	support the provision of community services and spaces for non-profit organizations	Policy INLU–2 indicates that the Village will work towards the provision of features and services that will enhance the value of the new Village Hall as a multi-purpose community resource. Examples include meeting spaces for civic administration, community groups, activity space for youth and seniors, coffee kiosk or other commercial opportunities, storage of Anmore's archives, arts and cultural display areas, and an outlet for community information and resources.
	x)	consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial	Not applicable to Anmore.

	xi)	take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas	The character of Anmore is currently semi-rural with low density development. Residential land use policy supports this form of development moving forward. Schedule C: Road Network map includes potential local roadway connection locations. These road locations create local connections that will facilitate active transportation opportunities.
	c)	Include policies for General Urban lands that:	
	i)	identify General Urban lands and their boundaries on a map generally consistent with Map 2	Only a limited number of properties in Anmore are located inside of the UCB and designated as Urban in the RGS –General Urban lands are shown on Map 1 which forms part of this RCS.
	ii)	exclude new non-residential Major Trip-Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas	Not applicable to Anmore.
	iii)	encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network;	Anmore does not contain a Frequent Transit Network corridor. Policy RLU-16 does however provide guidance with respect to infill development. As well, Policy RLU-17 provides the opportunity for densities up to 4.3 units per acre and allows single detached with secondary suites and coach houses, semi-detached, duplex or townhouse housing forms on Hillside Residential designated properties.
	iv)	encourage neighbourhood-serving commercial uses	Policies CLU-2, CLU-3, CLU-4 and CLU-5 support small scale neighbourhood oriented commercial uses.
	d)	with regards to Actions 1.2.15 and 1.2.23 c) ii), include a definition of "non-residential Major Trip Generating uses" that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary	Anmore's OCP does not contemplate these uses and therefore this is not applicable to the Village.

		institutions, and large-format entertainment venues	
	e)	consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives	Not applicable to Anmore.
	f)	consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions	Policy T-9 indicates that the Village will advocate for continued improvements to the TransLink community shuttle service in Anmore. Policy T-8 includes the opportunity to work with the City of Port Moody and TransLink to explore the potential for a safe and well connected pedestrian and bicycle route from the Evergreen Line station at Ioco to Anmore.

Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities

	Section	Policy	Applicable OCP Policies
Policy 1.3.7	**Adopt Regional Context Statements that:**		
	a)	support compact, mixed-use, transit, walking, cycling and rolling-oriented communities	Given it's Rural land use designation, mixed use development opportunities are not specifically considered in the OCP. This however is a topic that could be discussed as part of a future OCP update. In the context of Anmore's land use plan, a number of policies support and encourage innovative housing forms such as (Policy RLU-8 and RLU-17) re. detached, semi-detached, duplexes and townhouses. As well, Policy T-1 encourages the development of pedestrian, cycling and public transit networks as part of an integrated multimodal transportation system.
	b)	locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and child care facilities, and local serving retail uses in Urban Centres or areas with good access to transit	Local serving commercial is proposed in the Village in accordance with Schedules A and B within the Village Centre as per Policy CLU-1, CLU-2, CLU-3, CLU-4 and CLU-5. This location is accessible by transit.

	c)	provide and encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement	Policy P&TLU-2 recognizes the health and well-being benefits that come with ensuring that all residents, regardless of age or physical ability, have the opportunity to access and enjoy recreational activities in Anmore's parks, trails and open spaces.
	d)	respond to health and climate change-related risks by providing equitable access to:	
	i)	recreation facilities	Age Friendly Policy S-7 supports safe and accessible passage to public buildings. Other than the Community Hub building, Anmore does not possess other recreation facilities at this time.
	ii)	green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)	Policy P&TLU–2 recognizes the health and well-being benefits that come with ensuring that all residents, regardless of age or physical ability, have the opportunity to access and enjoy recreational activities in Anmore's parks, trails and open spaces. Policy P&TLU–4 encourages the connection between local, inter-municipal and regional trails; parks and open spaces, regional recreation destinations, schools; residential neighbourhoods, and adjacent municipalities, recognizing that improved connections better integrates these amenities into the Village and promotes walking as an alternative to driving.
	iii)	safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	Policy T-5 facilitates safety improvements for children, pedestrians and cyclists by implementing safe crossings and/or traffic calming measures, where appropriate. The Village in Policy T-7 outlines the desire to explore potential partnerships with the schools to establish educational programs which promote walking and cycling, and will encourage schools to provide high-quality and well-monitored bicycle parking.

			Specific walkability improvements to East Road such as the creation of buffers or other safety measures are identified in Policy T-4 to enhance pedestrian safety. As well Sunnyside Road is envisioned as an active transportation corridor in Policy T-3.
	e)	support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers' markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services	Policy E-6 encourages community based initiatives such as community gardens. Policy S-14 specifies that the Village will consider establishing a community garden in the Village Center which is accessible by transit services.
	f)	consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact assessment methods in neighbourhood design and major infrastructure investments	Policy IOLU-3 and IOLU-4, relating to the Village's Special Study Area, includes a listing of the studies that should accompany an OCP amendment application. A formal health and social impact assessment has been added as a necessary requirement.
	g)	provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community	Anmore's one Special Study area provides the opportunity for the inclusion of this guidance as part of a potential future OCP neighbourhood plan. Policy IOLU-3 includes requirements for the technical analysis associated with this planning process.
	h)	consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDAs, and other local centres	While Anmore does not possess Urban Centres, or FTDA's this is a conversation that can occur as part of a future OCP update.

Strategy 1.4: Protect Rural lands from urban development

	Section	Policy	Applicable OCP Policies
Policy 1.4.3	**Adopt Regional Context Statements that:**		
	a)	identify Rural lands and their boundaries on a map generally consistent with Map 2	Map 1 identifies the majority of Anmore as Rural lands in the RGS.
	b)	limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing	Anmore's land use policy limits the amount of development that can occur in the village. The scale of permitted development is compatible with on-site sewer servicing. This is

			reflected in the Land Use Plan - Schedules A and B and the Residential Land Use Policies in Chapter 4.
	c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	Policy RLU-2 supports the subdivision of properties to accommodate anticipated levels of population growth up to densities permitted by Policy RLU-17. Residential densities should be consistent with the established one acre pattern of development with densities not to exceed 3 units per lot except on Hillside Residential designated properties where maximum densities of 4.3 units per acre may be possible.
	d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	There are currently no Agricultural designated lands in Anmore and the ALR does not extend into the municipality. Further, Anmore's topography would likely limit large scale agricultural production. Food Security Policy S-13 does however encourage residents to grow foods on their property for personal consumption, explores the potential to sell foods locally and identifies the potential opportunity to buy foods from local or regional sources.
	e)	support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change	The majority of the sensitive ecosystem lands identified on Map 11 of Metro 2050 are designated as Conservation and Recreation in Anmore with the exception of those lands identified as a Special Study area. While it is generally envisioned that Conservation and Recreation lands will remain in their natural state, protection of portions of the Special Study area lands will be explored as part of the planning process as specified in Policies IOLU-3 and IOLU-4. Development Permit Area 3 Protection of the Natural Environment has been established to protect the features functions and conditions that are vital in the natural maintenance of stream health and productivity.

Metro 2050 Goal 2: Support a Sustainable Economy

Anmore's secluded location, small population and limited infrastructure constrains its ability to contribute in the traditional manner to the larger regional economy. Within the local context, Anmore supports the general RGS strategies that protect employment lands for economic activity, through identifying areas for commercial, industrial and institutional uses.

A number of policies, as outlined below, identify the potential to accommodate additional future opportunities in the Village Centre, within the Special Study area, and on residential properties as home based businesses. While opportunity for large scale employment in Anmore is limited due to the primarily residential context, these policies will assist Anmore in growing employment within the Village at an appropriate scale. With no plans to increase employment generating lands other than potential commercial opportunities, the Village anticipates modest employment growth. Peripherally, Anmore plays a role in the regional economy as a municipality experiencing modest growth and development, resulting in a low but fairly constant level of new home construction and associated economic benefits.

The following demonstrates compliance with Metro 2050 strategies and in some cases demonstrates how the municipality will work towards the objectives of the RGS.

Strategy 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live

	Section	Policy	Applicable OCP Policies
Policy 2.1.10	**Adopt Regional Context Statements that:**		
	a)	include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands	Schedules A and B identify those lands designated both Commercial and Residential in the OCP. Policies CLU-2 and CLU-3 identify the potential to accommodate additional commercial opportunities and Policy CLU-4 ensures that future commercial uses are in keeping with the semi-rural character of the village. As well, Policy CLU-5 supports the exploration of commercial uses as part of the planning and development process involved in any future development proposal associated with the former Imperial Oil Lands, encouraging the creation of a neighbourhood that is walkable and complete.
	b)	support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage office development, variable development cost charges, and/or other incentives	There are no Urban Centres or Frequent Transit Development Areas in Anmore and therefore the OCP does not contemplate an expansion of commercial uses.

	c)	discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas	There are no Urban Centres or Frequent Transit Development Areas in Anmore and therefore this is not applicable to the Village.

Strategy 2.2 Protect the supply and enhance the efficient use of Industrial land

	Section	Policy Text	Applicable OCP Policies
Policy Action 3.2.7	**Adopt Regional Context Statements that:**		
	a)	identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7	There are no regional industrially identified lands in Anmore. Schedules A and B identify municipal Industrial lands which are limited in the Village. Policies ILU-1 and ILU-2 are related to the BC Hydro power plant at Buntzen Bay and specify that these lands shall retain an industrial zoning classification.
Policy 2.2.9	b)	identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the Regional Growth Strategy. Strata and/or small lot subdivisions on these lands should not be permitted	There are no Trade-Oriented lands that support inter-regional, provincial, national and international trade identified in the OCP.
	c)	include policies for Industrial lands that:	
	i)	consistently define, support, and protect Industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted	Policy ILU-2 protects the supply of industrial land in the Village by specifying that the industrially designated lands associated with BC Hydro power plant and pumping station at Buntzen Lake shall retain an industrial zoning classification. There are no policies that provide for the exploration of alternate uses for these sites.
	ii)	support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	Given the location of the industrial designated sites, accessory uses, not directly related to the use of the site as a power plant are not feasible and therefore, not included in the OCP.
	iii)	exclude uses that are not consistent with the intent of Industrial lands and not supportive of Industrial activities,	Not applicable to Anmore.

		such as medium and large format retail uses, residential uses, and stand- alone office uses, other than ancillary uses, where deemed necessary	
	iv)	encourage improved utilization and increased intensification/densification of Industrial lands for Industrial activities, including the removal of any unnecessary municipal policies or regulatory barriers related to development form and density	Not applicable to Anmore.
	v)	review and update parking and loading requirements to reflect changes in Industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the over- supply of parking	Not applicable to Anmore.
	vi)	explore municipal Industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	Given Anmore's geographic location and existing land use vision, industrial expansion is not envisioned in the medium term. The community could discuss this topic as part of a future update to the OCP however opportunities are limited.
	vii)	provide infrastructure and services in support of existing and expanding Industrial activities	Expanded industrial activities are not envisioned in the OCP.
	viii)	support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented Industrial uses	Not applicable to Anmore given the absence of rail or water access.
	ix)	consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between Industrial and sensitive land uses, and to improve resilience to the impacts of climate change	Anmore's OCP does not currently contain urban design guidelines for industrial development. A larger conversation with respect to expanding DP guidelines could be considered as part of a future OCP update. Given the limited number of industrial sites, potential uses and remote location of these sites, guidelines do not seem to be necessary at this time.
	x)	do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands	Not applicable to Anmore as there are no identified Trade Oriented Lands.
	d)	include policies for Employment lands that:	Metro 2050 - Map 7 Does not identify Employment Land in Anmore.
	i)	support a mix of Industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light Industrial capacity of the area, including opportunities for the potential	Not applicable to Anmore.

		densification/intensification of Industrial activities, where appropriate	
	ii)	allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy	Not applicable to Anmore.
	iii)	support the objective of concentrating larger- scale commercial, higher density forms of employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas	Not applicable to Anmore.
	iv)	support higher density forms of commercial and light Industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	Not applicable to Anmore.
	v)	do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 m of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light Industrial uses, where appropriate and subject to the consideration of municipal objectives and local context.	Not applicable to Anmore.
	e)	include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	Policies GHG-1, GHG-2, GHG-3 and GHG-4 support alternative energy sources, green building requirements and higher construction standards. These policies focus on residential uses given the absence of commercial buildings as well as limited industrial uses.
	f)	include policies that assist existing and new businesses to adapt to the impacts	Policy E-17 identifies the need for potential flood hazard protection

		of climate change and reduce their exposure to natural hazards risks, such as those identified within the Regional Growth Strategy (Table 5)	and the identification of mitigation measures to protect against hazards. Further, Policy S-12 indicates that the Village will update and implement the Emergency Management Plan to maintain safety and security in the community.
Strategy 2.3 Protect the supply of agricultural land and strengthen Agricultural viability			
Policy 2.3.12	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	There are no Agricultural designated lands within Anmore.
	b)	consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents	Policy S-13 encourages residents to grow foods on their property for personal consumption, explore the potential to sell foods locally and look for opportunities to buy foods from local or regional sources.
	c)	include policies that protect the supply of Agricultural land and strengthen agriculture viability including those that:	Not applicable to Anmore.
	i)	assign appropriate land use designations to protect Agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen Agricultural viability	Not applicable to Anmore.
	ii)	encourage the consolidation of small parcels and discourage the subdivision and fragmentation of Agricultural land	Not applicable to Anmore.
	iii)	support climate change adaptation including: • monitoring storm water, flooding, and sea level rise impacts on Agricultural land, • implementing flood construction requirements for residential uses, and • maintaining and improving drainage and irrigation infrastructure that support Agricultural production, where appropriate and in collabo-ration with other governments and agencies	Not applicable to Anmore.
	iv)	protect the integrity of Agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to Agricultural operations through activities such as screening,	Not applicable to Anmore.

		physical buffers, roads, or Development Permit area requirements	
	v)	demonstrate support for economic development opportunities for Agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary Agricultural production as defined by the *Agricultural Land Commission Act*	Not applicable to Anmore.
	vi)	align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	Not applicable to Anmore.
Policy 2.3.13	**Section**	**Policy**	**Applicable OCP Policies**
		In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences	The OCP contains Food Security Policies that raise awareness of the importance of supporting a healthy and sustainable supply of local food regionally and locally. Policy S-13 encourages residents to grow food for personal consumption and Policy S-14 specifies that the Village will consider establishing a community garden in the Village Centre.

Metro 2050 Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

The guiding objectives and policies in this OCP emphasize the importance of preserving the natural environment. Environmental policies promote the protection and stewardship of Conservation and Recreation lands and environmental systems and features throughout the community, as well as, emphasizing environmental protection through partnerships with local regional and provincial organizations to promote stewardship and education initiatives and greenhouse gas reduction.

The following demonstrates compliance with Metro 2050 strategies and in some cases demonstrates how the municipality will work towards the objectives of the RGS.

Goal 3 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: • increase the area of lands protected for nature **from 40% to 50% of the region's land base by the year 2050**; and • increase the total regional tree canopy cover within the Urban Containment Boundary **from 32% to 40% by the year 2050.**	Policy E-21 encourages tree retention and replanting for new subdivisions, as outlined in the Tree Management Bylaw. Anmore Tree Management Bylaw No. 587-2018 requires a 10% minimum tree coverage for parcels less than 0.2 Ha and 20% for parcels greater than 0.2 Ha and less than 0.4 Ha. Additionally, for lots 0.4 Ha or greater, coverage shall increase by 5% for every 0.4 Ha in excess to a maximum coverage of 75% of the lot.	Policy E-7 recognizes that inventory and mapping of environmentally sensitive areas should be based on the best available data and it is Anmore's intention to conduct an inventory and mapping of Anmore's environmentally sensitive areas. Tree canopy targets could be explored in conjunction with this work and the update of the OCP anticipated to commence in 2026/27.
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the **regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030** and achieving a carbon neutral region by the year 2050;	Included in Targets Section	

Strategy 3.1: Protect and enhance Conservation and Recreation lands

	Section	Policy	Applicable OCP Policies
Policy 3.1.9	**Adopt Regional Context Statements that:**		
	a)	identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2.	Map 1 and Schedules A and B identify Conservation and Recreation lands and their boundaries which total 2,242 hectares (5,540 acres). This represents over half of Anmore's total land area.
	b)	include policies that support the protection and enhancement of lands with a Conservation and Recreation land use	The majority of the lands designated Conservation and Recreation are undeveloped and are intended to

		designation, which may include the following uses:	remain in this state. This is related to all sub-bullets below.
	i)	drinking water supply areas	Policy E-15 includes a commitment by the Village to continue to protect watercourses and water sources for domestic water needs.
	ii)	environmental conservation areas	There are no environmental conservation areas designated in the Village.
	iii)	wildlife management areas and ecological reserves	Not applicable to Anmore.
	iv)	forests	Anmore is fortunate to have young forests, mature forests, old forests and woodlands as indicated on the Metro Vancouver Sensitive Ecosystem Inventory completed in 2020. Policy RLU-13 encourages the retention of existing mature landscaping, introduction of planted landscape consistent with Naturescape BC guidelines or fencing and building setbacks to buffer sensitive natural areas and Conservation and Recreation lands from new development. Policy E-22 requires the involvement of a professional forester or arborists with applications for subdivision or development.
	v)	wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)	The Sensitive Ecosystem Inventory (2020) prepared by Metro Vancouver shows that there are approximately 7 ha of wetlands (shallow water and swamp) within the Village on the south shore of Buntzen lake. These lands are designated Conservation and Recreation. As noted, there is limited development envisioned within the Conservation and Recreation lands. Policies E-10, E-12, and E-13 includes guidance for the protection of these lands.
	vi)	riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers)	A significant number of riparian areas are included within the Conservation and Recreation designation. Riparian areas are show on the Watercourse Map included as Schedule D.

			Policies E-10, E-11, E-12 and E-13 include direction for the protection of these lands. Updated mapping and identification of riparian areas may be considered in a future OCP update.
	vii)	ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities	No additional information.
	viii)	uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including: ○ major parks and outdoor recreation areas; ○ education, research and training facilities, and associated uses that serve conservation and/or recreation users; ○ commercial uses, tourism activities, and public, cultural, or community amenities; ○ limited agricultural use, primarily soil-based; and ○ land management activities needed to minimize vulnerability / risk to climate change impacts	Areas designated "Conservation and Recreation" in the OCP match the Metro 2050 Conservation and Recreation Regional land use designation. Conservation and Recreation lands are intended to remain in a natural state and include: significant natural assets, major parks, watersheds and ecologically important areas. Examples include portions of Say Nuth Khaw Yum Provincial Park, Buntzen Lake Recreation Area, portions of təmtəmíxʷtən/Belcarra Regional Park, and the headwaters of salmon-bearing Mossom Creek, North Schoolhouse Creek, Anmore Creek and other smaller watercourses.
	c)	Include policies that:	
	i)	protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements	Policy RLU-13 encourages the retention of existing mature landscaping, introduction of planted landscape consistent with Naturescape BC guidelines or fencing and building setbacks to buffer sensitive natural areas and Conservation and Recreation lands from new development. Hillside Residential designated lands, which in some instances abut Conservation and Recreation lands, will be subject to development review and the application of the guidelines included in Policy E-3. This is further strengthened by the requirements included in Policy RLU-6 which includes a comprehensive list of required preliminary studies.

	ii)	encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.	OCP policy states that Conservation and Recreation lands are intended to remain in a natural state.
Strategy 3.2: Protect, enhance, restore, and connect ecosystems			
Policy Action 3.2.7	**Section**	**Policy Text**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1	*Please provide response in Targets section*
	b)	refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:	
Policy 3.2.7	i)	support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions	The sensitive and modified ecosystem lands identified on RGS Map 11 in the Anmore context are located in two primary areas within the Village: 1) A site both municipally and regionally identified as a Special Study Area and 2) Conservation and Recreation lands. A number of policies exist to ensure that development happens in the Special Study area after the completion of a number of studies that result in the preparation of a neighbourhood plan as specified in Policies IOLU-3 and IOLU-4 to minimize community and environmental impacts. As mentioned elsewhere in this document, it is not envisioned that the lands designated Conservation and Recreation in the OCP will be developed. Policy P&TLU-7 also encourages property owners to dedicate more land for trails and parks than the required 5% minimum. The OCP also contains policies to protect ecosystems outside of the Conservation and Recreation designation by using

			development permit requirements in other areas of the Village.
	ii)	seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network	Policy E-14 includes a coordinated approach with the City of Port Moody to achieve consistent and effective protection of the watercourses that flow through the two communities, the result being contiguous green riparian areas. As well Policy E-13 encourages owners/developers to protect and enhance stream corridors and other sensitive areas located on privately owned lands that are accessible to the public. Policy E-28 encourages the identification, retention and enhancement of connected wildlife corridors in any development proposal. Further, the Village in Policy P&TLU-3 supports environmentally sensitive trail and park planning with focus areas identified in the OCP.
	iii)	discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	Policy RLU-2 and RLU-8 provide the policy context for the Village to consider proposals for development approaches that will protect steep slopes and environmental features through clustering or other innovative approaches. Policy MS-12 encourages those subdividing land to implement low impact development practices to ensure that pre-development and post development drainage flows are the same in peak intensity. Policy E-13 encourages property owners to protect and enhance stream corridors and other sensitive areas located on privately owned lands that are accessible to the public.
	iv)	indicate how the interface between ecosystems and other land uses will be	Policy RLU-3 focuses on the potential impact of development

		managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements.	on the environment and includes consideration of site considerations, footprint reduction, maximizing greenspace, and the incorporation of natural features and specifies measures to design "with the land" and minimize environmental impacts. Policy RLU-4 emphasizes that residential design respect natural features, maintain native species and limit light pollution through use of Dark Sky strategies and fixtures. As well, Policy E-3 requires a Qualified Environment Professional to provide an assessment with respect to the potential impacts on aquatic, wetland and terrestrial habitat and make recommendations for protection or mitigation for lands subject to development. Policy RLU-13 promotes preserving mature landscaping and adding planted buffers and setbacks to protect sensitive natural areas and Conservation and Recreation lands from new development.
	c)	Include policies that:	
	i)	support the consideration of natural assets and ecosystem services in land use decision-making and land management practices	OCP policies associated with development require consideration of natural assets and ecosystem services in land use decision making such as Policy E-13 which encourages stream protection and enhancement. The Village, at the time of a comprehensive update of the OCP, will consider working towards developing a natural assets inventory, valuation and management plan.
	ii)	enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and	Policy RLU-7 requires coordinated planning between landowners as part of a development process allowing the maximization of environmentally sensitive land

		reforestation or restoration policies, with consideration of resilience	and the promotion of contiguous parks and trails increasing potential canopy cover. Policy E-21 specifies that the Villages Approving Authority will encourage tree retention and replanting for new subdivisions as outlined in the Tree Management Bylaw. Policy E-23 requires that land owners replace trees or vegetation removed for safety or engineering concerns with native species landscaping.
	iii)	reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans	The Village supports residents initiatives to remove invasive plant species in Policy E-24. The Village in Policy E-6 encourages residents, schools, commercial operations and local community groups to participate in helping the Village maintain the health of the surrounding natural environment. Such community-based initiatives could include amongst other things the removal of invasive plant species. The Village also works with the Invasive Species Council of Metro Vancouver to complete and Invasive Plant management report each year to review how invasive plants are controlled and monitored in Anmore. In addition, the Invasive Species Council also works to remove invasive plants on municipal property. Development Permit Area 3 guideline 3.6.3 (f) requires the removal of invasive species and noxious weeds within Riparian Areas.
	iv)	increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways, and other locations, where appropriate, and in collaboration with Metro Vancouver, TransLink, and other partners	Given that most of the greenways in the Village already have adjacent green infrastructure this policy is not relevant to Anmore.
	v)	support watershed and ecosystem planning, the development and implementation of	Policy E-10 requires that a development permit be issued

		Integrated Stormwater Management Plans, and water conservation objectives.	for the protection of riparian areas when associated with development.

Strategy 3.3: Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality

	Section	Policy	Applicable OCP Policies
Policy 3.3.7	**Adopt Regional Context Statements that:**		
	a)	identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050	*Please provide response in Targets section*
	b)	identify policies, actions, incentives, and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as: • existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems, and zero emission vehicle charging infrastructure; and • community design, infrastructure, and programs that encourage transit, cycling, rolling and walking	i) Anmore's efforts to reduce Greenhouse Gas Emissions are primarily focused on increasing energy efficiency in buildings through promoting alternative energy sources or energy retrofits (Policies RLU-5, GHG-1, GHG-2, GHG-3, GHG-4). ii) Policies GHG-11, GHG-12, GHG-13, GHG-14, GHG-15, GHG-16 Policies T-1 and T-2 support alternative transportation options by prioritizing pedestrian and cycling infrastructure and enhancing public transportation access to reduce vehicle emissions.
	c)	focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors	There are no Urban Centres or Frequent Transit Development Areas in Anmore.

Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards

	Section	Policy	Applicable OCP Policies
Policy 3.4.5	**Adopt Regional Context Statements that:**		
	a)	include policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies	In assessing the hazard implications of development proposals, Policy E-17, specifies that the Village will rely upon qualified professionals to conduct studies to identify potential flood hazards and recommend

			mitigative measures to protect against such hazards.
	b)	include policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks	As the potential effects of climate change (including earthquake, flooding, erosion, subsidence, mudslides, fires) become more apparent over time, the policies in the OCP regarding watercourse setbacks (Policies E-10 and E-11), identification of hazard lands (Policy E-1) and best practices in hillside development (Policy E-18, RLU-6 and RLU-7) will help to ensure that developed areas are resilient and minimize risk. Further Policy E–20 allows the Village to require that geotechnical studies be undertaken by the subdivider/developer for lands that may be subject to slippage or erosion prior to approval of subdivisions or construction of buildings.
Policy 3.4.6	**Section**	**Policy**	
		Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.	Anmore, being a small municipality, has limited municipal assets, operations and community services. Policy MS-1 includes consideration for the preparation of an Infrastructure Asset Management Renewal and Replacement Policy which could include such elements.
Policy 3.4.7	**Section**	**Policy**	
		Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.	Policy S-12 includes a commitment to update and implement the Emergency Management Plan working with fire personnel and police. As part of a future OCP update and coordinated and integrated approach can be applied.
Policy 3.4.8	**Section**	**Policy**	
		Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.	The Village supports the development of strategies by subdividers/developers to prevent and reduce wild fires in Policy RLU–12. This includes the integration of FireSmart principles for vegetation management, the development of defensible space, firebreaks, and use of appropriate building and landscaping materials. Development Permit Area – DP-4 – Protection of Development from

			Hazardous Conditions, includes the requirement for professional engineer or geoscientist with demonstrated expertise in geotechnical study and geohazard assessment to set conditions for the safe use of the site when development occurs on steep slopes or riparian areas. A full update of the OCP will provide the opportunity to explore the creation of a wildfire hazard development permit area.

Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices

Anmore is unique in terms of location, rural land use designation, population size and lack of supportive infrastructure when compared to its regional neighbours. The OCP sets out a vision for Anmore that builds on community values in order to accommodate the housing needs of its population while preserving the environment and semi-rural character of the Village. To meet estimated future housing demand, the Village has identified areas for residential development within the regional Rural designation.

The following demonstrates compliance with Metro 2050 strategies and in some cases demonstrates how the municipality will work towards the objectives of the RGS.

Goal 4 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
4.2.7 a) indicate how, within the local context, contribute toward the regional target of having **at least 15% of newly completed housing units built within all Urban Centres, Frequent Transit Development Areas and Major Transit Growth Corridors combined, to the year 2050, be affordable rental housing units** (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)		Anmore does not contain an Urban Centre, Frequent Transit Development Areas or Major Transit Growth Corridors. OCP policy does however acknowledge support for innovative and affordable housing for renters and people with special needs.

Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs

	Section	Policy	Applicable OCP Policies
Policy 4.1.8	**Adopt Regional Context Statements that:**		
	a)	indicate how you will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment	Policy RLU-8 encourages housing types that demonstrate an overal benefit to the community – socially, environmentally or economically. Anmore completed a Housing Needs Assessment in 2024 to assess the 5 to 20 year housing need and intends to undertake a Housing Action Plan to assess housing needs and determine priorities for the Village (Policy S-6). Policy RLU-17 provides for a variety of densities to meet Anmore's housing demand as noted in the Housing Needs Report which includes single detached, semi-detached, duplexes and townhouse units up to 3 units per lot within the Residential land use designation and 4.3 units per gross acre within the Hillside Residential land use designation.

			Policies S-3 and S-4 encourage a range of lot sizes and housing types to address a variety of housing needs.
	b)	articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	Policy RLU 17 articulates Council's intent with respect to Hillside Residential designated properties which will facilitate a variety of housing forms. Recent 2023 amendments to the Zoning Bylaw provided the opportunity for secondary suites and coach houses in many zones throughout the municipality.
	c)	identify policies and actions that contribute to the following outcomes	
	i)	increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum	Policy S-4 supports the creation of secondary suites and coach houses to increase residential land efficiency and a broader range of housing types and sizes. These uses are currently permitted in the Zoning Bylaw.
	ii)	increased supply of family-friendly, age-friendly, and accessible housing	Policy S-7 includes guidelines that facilitate the implementation of the Age Friendly Action Plan and includes elements such as safe access, transportation, residential land uses and housing options that allow residents to age in place.
	iii)	increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	Given the Rural land use designation, buildings in excess of 3 storeys in height are not contemplated in the OCP thus making it challenging to provide the tenure options available in larger communities. The plan includes the objective to support innovative and affordable housing for renters and people with disabilities.
	iv)	increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit	Policy RLU-17 provides for densities that facilitate single family uses with secondary suites and coach houses. As well, in the Hillside Residential designated area, single detached with secondary suites and/or coach houses, semi-detached, duplex or townhouses are considered to be appropriate building forms.
	v)	integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	Anmore's location, regional land use designation, as Rural, and corresponding policy direction in the OCP, makes it challenging to densify in a manner similar to other urbanized communities. Instead,

			the OCP offers policies that encourage alternative forms of active transportation options (Policies T1, T-2, T-3, T-4, T-6, T-8 and T-9. Further, Policy T-6 directly supports transportation cost reduction by promoting the use of carpooling.
	vi)	increased social connectedness in multi-unit housing	Multi-storey multi-unit housing is currently limited in Anmore. A future OCP review, combined with the clarifying policies in this plan that encourage new and innovative housing forms, will allow the exploration of additional housing forms.
	vii)	integrated housing within neighbourhood contexts and high quality urban design	Given Anmore's residential context, infill policies included in Policy RLU-16, including the consideration of varied lot sizes will allow new development to be integrated within existing neighbourhoods.
	viii)	existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	The Village in Policies GHG-2 and GHG-3 support the green building requirements for new construction and supports the achievement of higher standards of green building for new and retrofit homes.
Policy 4.1.9	**Section**	**Policy**	**Supplementary Information**
	Prepare and implement housing strategies or action plans that:		
	a)	are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs	A Housing Needs Assessment has been prepared in accordance with existing legislation and a policy foundation to achieve the necessary housing targets as included in this OCP. Policy S-6 indicates that the Village will undertake a Housing Action Plan to assess housing needs and identify priorities for housing in the Village. The plan has yet to be completed.
	b)	are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability	To be included in a future housing action plan.
	c)	identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, climate change and natural hazards resilience, and key categories of local housing need, including specific	To be included in a future housing action plan.

		statements about special needs housing and the housing needs of equity-seeking groups	
	d)	identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	To be included in a future housing action plan.

Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply

	Section	Policy	Applicable OCP Policies
Policy 4.2.7	**Adopt Regional Context Statements that:**		
	a)	indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres Frequent Transit Development Areas and Major Transit Growth Corridors combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	*Please provide response in Targets section*
	b)	articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas	The OCP does not contemplate densifying Anmore's existing neighbourhoods and there are no Urban Centres or FTDA's in Anmore. As new housing forms are considered opportunities will exist for potential additional rental housing supply providing additional rental opportunities.
	c)	identify the use of regulatory tools that protect and preserve rental housing	While there are opportunities for small scale rental opportunities there are currently no large scale rental buildings within the village. The Village will consider other methods of protecting rental units in conjunction with a full update of the OCP that may include exploring the regulation of short term rentals beyond provincial regulation.
	d)	identify policies and actions that contribute to the following outcomes:	
	i)	increased supply of affordable rental housing in proximity to transit and on publicly-owned land	As part of a future OCP review process the Village will explore the topic of affordable rental housing. The municipality unfortunately has very limited land holdings to facilitate housing at this time.
	ii)	increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss	Not applicable to Anmore.
	iii)	protection and renewal of existing non-market rental housing	Non-market housing currently does not exist in the Village therefore this is not applicable to Anmore.

	iv)	mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	Not applicable to Anmore at this time however a full update of the OCP will provide the opportunity to explore alternate approaches.
	v)	reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	Not applicable to Anmore at this time.
Policy 4.2.8	**Section**	**Policy**	**Supplementary Information**
	Prepare and implement housing strategies or action plans that:		
	a)	encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	The OCP supports the development of innovative and affordable housing for renters in Chapter 8 – Social and Community Well Being and will provide information on government programs Policy S-3 and S-5. The Village amended it's Zoning Bylaw in 2024 to permit the development of secondary suites within single family dwellings within the Village.
	b)	encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	Not applicable to Anmore.
	c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	Given Anmore's lack of public land, relatively isolated location and current level of transit service, locating larger scale rental housing is not contemplated in the OCP.

Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness

Policy 4.3.7	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units	There are no specific policies contained in the OCP that would prohibit such collaboration should higher levels of government approach Anmore. Anmore's lack of public land, relatively isolated location and current level of transit service suggest that other locations in the region might be more appropriate for these housing forms.

	b)	identify policies and actions to partner with other levels of government and non-profit organizations in order to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness	Policy S-3 and S-4 supports the creation of a broader range of housing types, including for the homeless.
Policy 4.3.8	**Section**	**Policy**	**Supplementary Information**
	Prepare and implement housing strategies or action plans that		
	a)	identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households	The OCP identifies the need for a Housing Action Plan in Policy S-6. This process will be considered following the update to the OCP anticipated to commence in 2027.
	b)	identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development.	To be considered in a future Housing Action Plan.
	c)	are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness	To be considered in a future Housing Action Plan.

Metro 2050 Goal 5: Support Sustainable Transportation Choices

Anmore's location, semi-rural character and past settlement pattern has resulted in residents depending upon private vehicles for much of their daily needs. Looking to the future, the municipality supports alternative modes of transportation including public transit, walking, biking, car-pooling and rideshare programs to give residents other options than the car for trips within and outside Anmore. OCP policy specifically supports alternate forms of transportation and infrastructure; encourages the development of a well-connected trail and pathway system to support walking and biking; and identifies ways that the Village can work with TransLink to improve transit access for residents and visitors.

The following demonstrates compliance with Metro 2050 strategies and in some cases demonstrates how the municipality will work towards the objectives of the RGS.

Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
Policy 5.1.14	a)	identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling	The following policies demonstrate compliance with the Regional Growth Strategy which include new infrastructure considerations and community education: Policy T–1 encourages the development of pedestrian, cycling, and public transit networks as part of an integrated multimodal transportation system. Policy T-2 recognizes that the roads within the Municipality are community assets, available to all users, not just drivers, and supports the provision of well-connected pedestrian and bicycle routes to key destinations in the community such as local schools, the new Village Hall, the Anmore Grocery Store and Buntzen Lake Recreation Area. Policy T-3 specifies that in future planning and development projects, the Village will consider the potential to enhance Sunnyside Road as an active transportation corridor. Policy T-4 - The Village will explore opportunities to improve the walkability of East Road, considering increased buffers or

			other measures to enhance pedestrian safety. Policy T-5 - The Village will improve safety for children, pedestrians and cyclists by implementing safe crossings and/or traffic calming measures, where appropriate. Policy T-7 - The Village will explore potential partnerships with the schools to establish educational programs to promote walking and cycling, and will encourage schools to provide high-quality and well-monitored bicycle parking. Policy T-8 - The Village will seek opportunities to work with the City of Port Moody and TransLink to explore the potential to provide a safe and well connected pedestrian and bicycle route from the Inlet Centre Skytrain station at Ioco to Anmore.
	b)	support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services	Given Anmore's location in the region, transportation demand management strategies are challenging to employ. Policy T-6 does however promote the use of the carpooling and participation in rideshare programs.
	c)	manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling	The following policies will facilitate additional transit infrastructure to support ridership: Policy T-10 - The Village will ensure access to transit stops reflect accessible and barrier-free design standards, wherever possible. Policy T-11 - In the design of transit stops, the Village will seek to enhance transit stop comfort and safety through the use of appropriate materials, lighting and weather protection. Policy T-12 - In the development of new subdivisions, the Village

			will encourage TransLink to provide a transit stop located within 400 metres (approximately a five-minute walk) of every housing unit.
	d)	support the transition to zero-emission vehicles	Given the size of the municipality, the transition to zero emission vehicles is not contemplated in the OCP and is aspirational at this time for the Village.
	e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	A portion of the Regional Greenway network is located within Anmore. This has been included on Schedule F Parks and Trails Map. Further, Policy T-22 requires the retention or creation of greenway corridors at the time of subdivision as part of a 20 metre road dedication.
	f)	support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations	Policy T–1 encourages the development of pedestrian, cycling, and public transit networks as part of an integrated multimodal transportation system. Policy T-4 includes the desire to explore opportunities to improve the walkability of East Road, considering increased buffers or other measures to enhance pedestrian safety.

Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

	Section	Policy	Applicable OCP Policies
Policy 5.2.6	**Adopt Regional Context Statements that:**		
	a)	identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres; Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings	Schedule C: Road Network Map identifies existing and future roadways to provide for the safe and efficient movement of goods and service vehicles to, from and within the region. A future OCP will consider inclusion of a specific reference to goods movement.
	b)	identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, short sea shipping, and active transportation	The Village supports the ongoing designation of both Sunnyside Road and East Road as part of the regional Major Road Network (MRN), recognizing these two major traffic routes service the needs of residents and provide access to Buntzen Lake Recreation Area (Major Road Policy).

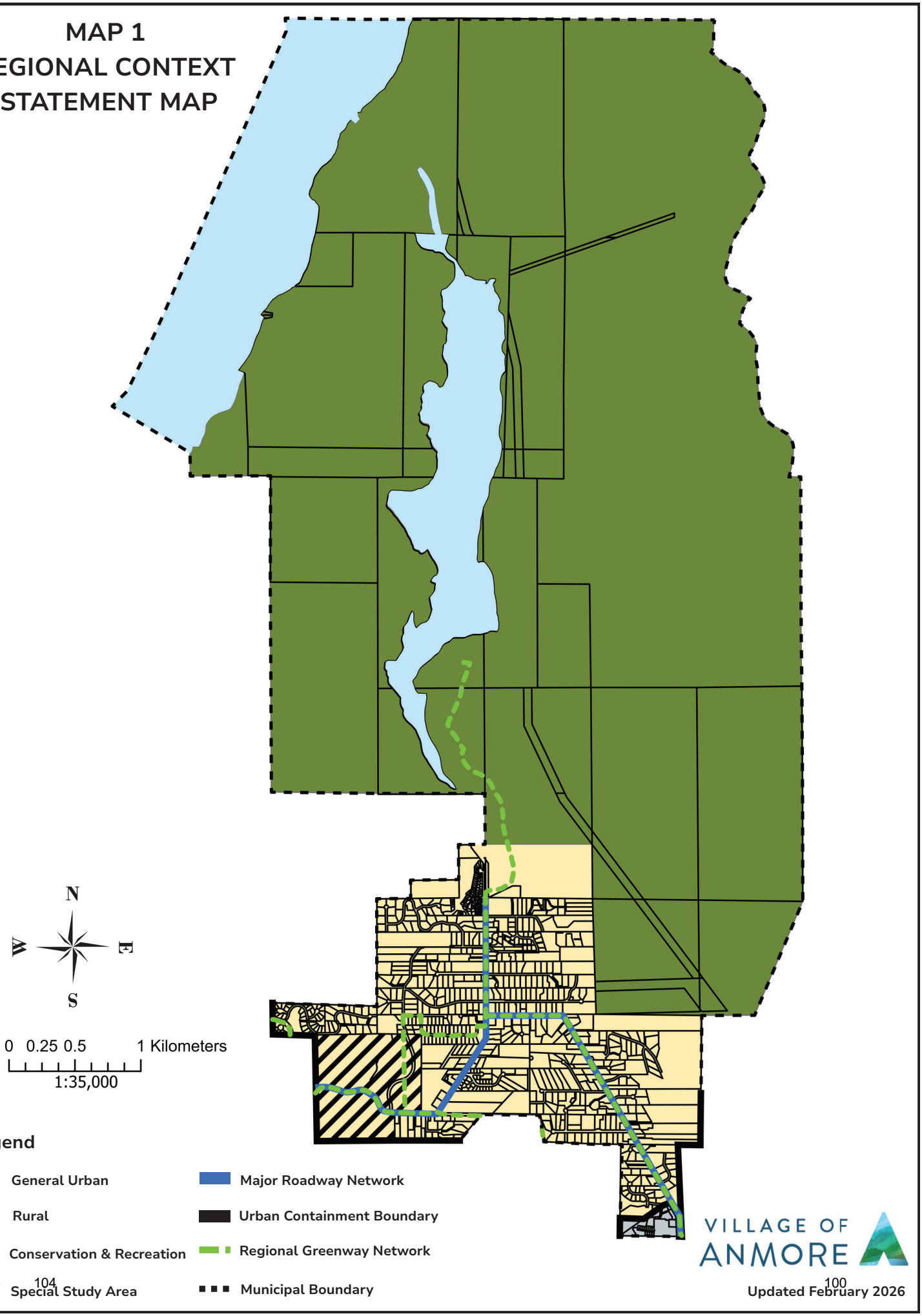
	c)	support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management	Not applicable to Anmore.
	d)	identify policies and actions that support the protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement	Not applicable to Anmore.
	e)	identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways	Given Anmore's existing development pattern, Policy T-22, T-23 and T-24 provides adequate road allowance width to facilitate residential buildings being adequately setback from roadways included in the MRN to mitigate the impact of road noise.
	f)	identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods	Not applicable to Anmore.

Metro 2050 Implementation

Metro 2050 includes some policies that can be used if the Member Jurisdiction includes language permitting them, either below or in statements elsewhere in the RCS.

	Policy	Member Jurisdiction Response
Policy 6.2.7	A Member Jurisdiction may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary, as follows: a) the Member Jurisdiction may re-designate land from one regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one (1) hectare; b) notwithstanding section 6.2.7 (a), for sites that are greater than one (1) hectare and less than three (3) hectares in area, the Member Jurisdiction may redesignate land: • from Industrial to General Urban regional land use designation, if the site is contiguous with an Industrial site and the developable portion of the site will be predominantly within 150 metres of an existing or approved rail rapid transit station; or • from Industrial to Employment regional land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rail rapid transit station, provided that: • the re-designation does not impede rail, waterway, road, or highway access for industrial uses; and • the aggregate area of all proximate sites so re-designated does not exceed three (3) hectares; c) the aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two (2) percent of the Member Jurisdiction's total lands within each applicable regional land use designation as of July 29, 2011.	In response to Section a) Council may deem it appropriate to re-designate lands in accordance with the RGS should the need arise at some point in the future. In response to Section b) This is not applicable to Anmore.
Policy 6.2.8	A Member Jurisdiction may include language in its Regional Context Statement that permits amendments to its Official Community Plan to adjust the boundaries of Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.	Not applicable to Anmore.

MAP 1
REGIONAL CONTEXT STATEMENT MAP



Updated February 2026

APPENDIX 2: DEVELOPMENT PERMIT AREA GUIDELINES

(BYLAW NO. 726-2025)

General Authority for Development Permit Areas

Under section 488 (1) of the Local Government Act, an Official Community Plan (OCP) may designate development permit areas for the following purposes:

a. protection of the natural environment, its ecosystems and biological diversity;

b. protection of development from hazardous conditions;

c. establishment of objectives for the form and character of intensive residential development;

d. establishment of objectives for the form and character of commercial, industrial or multi-residential development;

Designations

The following development permit areas have been established for Anmore as included in Appendix 2 and shown on Maps 2-5:

1. Development Permit Area 1 (DP-1) Map 2 - Intensive Residential Development

2. Development Permit Area 2 (DP-2) Map 3 - Hillside Residential

3. Development Permit Area 3 (DP-3) Map 4 - Protection of the Natural Environment

4. Development Permit Area 4 (DP-4) Map 5 - Protection of Development from Hazardous Conditions – Steep Slopes

Guidelines

This section describes the special conditions or objectives that justify the development permit area designations. The guidelines specify the manner by which the special conditions or objectives will be addressed.

1. Development Permit Area 1 (DPA-1): Intensive Residential Development

1.1 Category

Pursuant to subsection 488(1)(e) of the Local Government Act, the purpose of this designation is to establish objectives for the form and character of intensive residential development.

1.2 Justification

Intensive residential development represent a significant change to the number of dwelling units previously permitted on individual lots within existing Residential designated neighbourhoods in Anmore, as well as potential changes to the form of development. Residential designated lands are included on Map 2 of Appendix 2.

Intensive residential development, requires careful design to ensure that this infill form of housing respects the character of these existing neighbourhoods and adjacent properties, while also creating attractive and livable ground-oriented dwellings for a range of households. This development permit is necessary to facilitate the construction of:

1.2.1 a single family detached dwelling with a coach house; or

1.2.2 a stand-alone coach house building.

1.3 Objectives

The objectives for DP-1 include:

- Promoting a high standard of design, construction and landscaping.
- Facilitating building designs that are compatible in scale, form and character with adjacent uses and the character of the community.
- Exploring opportunities for on-site tree and vegetation retention.
- Preserving and enhancing the scale and character of individual neighbourhoods.
- Encouraging building and landscape design that promotes privacy, safety and accessibility.
- Facilitating ground-oriented dwelling units that are appropriate for young people, seniors and families.

1.4 Exemptions

Where a site is located in a designated DPA-1, a Development Permit is not required for:

1.4.1 the construction of a single-family detached dwelling with or without a secondary suite

1.4.2 interior alterations to a building or structure;

1.4.3 alteration to an existing building that does not require the issuance of a building permit such as, but not limited to, siding, roofing, doors, painting or building trim that does not impact the overall form and character of building;

1.4.4 minor renovations involving only partial changes to the exterior of a building, or an addition that is less than 46.5 m^2 (500 sq. ft.);

1.4.5 accessory buildings, such as sheds, that do not require a building permit; and

1.4.6 replacement of a building that has been destroyed by natural causes in cases where the replacement building is identical to the original in both form and location.

In such cases, conformity with the guidelines is still encouraged.

1.5 Intensive Residential Development Guidelines

1.5.1 Neighbourhood Character

- Design projects to reflect the character of the neighbourhood and the principal dwelling if applicable through similar architectural and landscaping approaches (i.e. respecting building setbacks, height, massing, scale, rooflines, building materials, etc.)

1.5.2 Quality of Design

- Incorporate a high quality of design and architectural detail to all street facing elevations;
- Utilize continuous and consistent building cladding materials, other architectural elements around all sides of buildings using a West Coast style.

1.5.3 Building Character, Siting and Massing

- Building design should generally have a “single-family” character
- The number of buildings, their siting on a lot and building massing should take advantage of the existing site conditions such as lot size/shape, topography, access, solar exposure and views to produce sensible building forms that are suitable to their context and livable.

1.5.4 Entranceways

- Entrances/front doors should be the dominant feature facing the street, with building articulation by the inclusion of front porches and verandahs.

1.5.5 Unit Configuration

- Dwelling units should be configured in such a way that they provide functional layouts, privacy, private outdoor space and access to daylight and fresh air.

1.5.6 Accessibility

- Dwelling units should be designed in accordance with the BC Building Code for adaptable dwelling units in order to meet the current and future needs of all residents, and to encourage aging in place.

1.5.7 Daylight and Natural Ventilation

- Every dwelling unit should have at least two exterior walls, preferably opposite each other, to allow natural cross ventilation and access to daylight throughout.

1.5.8 Privacy

- Building placement should consider the privacy of adjacent properties and each individual unit through appropriate placement of windows, location of decks, and any other feature that may infringe upon the privacy of a neighbouring residence.
- Provide visual privacy between units through consideration of size, orientation, and location of windows and private outdoor spaces to avoid overlook of other windows and private outdoor spaces by the use of architectural or landscape elements.
- Consider acoustic privacy by the configuration and location of private outdoor spaces, and provision of wall and floor assemblies designed to resist sound transmission between interior spaces of adjacent dwelling units.

1.5.9 Open Spaces

- Maximize the amount of usable private outdoor space for each dwelling unit. This space should provide sufficient area for typical outdoor activities in order to achieve objectives identified in the OCP.
- Private outdoor space should be located, sited and configured to ensure access to daylight and should be screened for privacy by building mass, vegetation, landscape structures, changes in grade where appropriate, or a combination thereof.

1.5.10 Landscaping and Screening

- Provide landscaping in strategic locations to frame building entrances, soften building edges, screen parking areas, break up long facades, enhance privacy between units and maximize stormwater retention.
- Retain existing, healthy, mature trees and vegetation both on site and adjacent to the street.

1.5.12 Retained Existing Buildings

- Buildings proposed for retention should be reviewed to ensure their existing form and location meet the current spatial requirements for emergency access and parking.
- Any retained existing building is required to meet all current applicable zoning regulations.

1.5.13 Pedestrian Access

- Pedestrian access pathways must be provided on-site for access from unit entries to the street, to vehicle parking areas, and to garbage storage areas.
- Pathways should be surfaced with all-weather durable materials that can be adequately maintained (i.e. facilitate snow removal), that are slip-resistant, and free of tripping hazards.

1.5.14 Driveways and Manoeuvring Aisles

- Driveways and manoeuvring aisles should be surfaced with all-weather durable materials that can be adequately maintained (i.e. facilitate snow removal). Large expanses of pavement using single materials should be avoided by integrating other surface treatments such as pavers, stamped concrete etc.
- Pervious materials are encouraged to increase permeability.

- Minimize the amount of impervious paved surfaces (i.e., share driveways between two dwellings or between the principal dwelling and secondary suite or use pervious paving materials such as grasscrete).
- Surface unenclosed parking spaces with all-weather durable materials that can be adequately maintained (i.e. facilitate snow removal).

1.5.16 Stormwater Management

- Stormwater must be managed on each lot using strategies to minimize runoff through retention and adequate on-site infiltration.

1.5.17 Solid Waste and Recycling

- Developments should provide space for on-site storage of solid waste and recycling, as well as adequate set-out space and locations.
- Every unit should have its own waste storage enclosure and be designed to be wild-life resistant.

2. Development Permit Area 2 (DPA-2): – Hillside Residential

2.1 Category

Pursuant to subsection 488 (1) (e) and (f) of the Local Government Act, the purpose of this designation is to establish objectives for the form and character of intensive residential development and to establish objectives for the form and character of multi-family residential development.

2.2 Justification

This development permit area is designated to establish high level guidelines for the form and character of intensive residential, as well as, to establish high level guidelines for the form and character of multi-unit residential development with the intention of achieving a high standard of building design, site compatibility and site aesthetics to maintain Anmore's semi-rural character on Hillside Residential designated lands.

The Hillside Residential land use designation anticipates both the development of intensive residential uses, as well as, attached forms of housing such as duplexes and townhouses. Developments within this land use category could involve a combination of these uses at densities specified in the Land Use chapter.

This development permit is necessary to facilitate the construction of:

2.2.1 a detached single-family dwelling with a coach house in accordance with (Section 488(1) (e) of the Local Government Act); or

2.2.2 a stand-alone coach house building in accordance with (Section 488(1) (e) of the Local Government Act); or

2.2.3 semi-detached, duplex and townhouse building forms in accordance with (Section 488(1) (f) of the Local Government Act.

2.3 Objectives

The objectives for Development Permit Area 2 include:

- Promoting a high standard of design, construction and landscaping.
- Facilitating building designs that are compatible in scale, form and character with adjacent uses and the character of the community.
- Exploring opportunities for on-site tree and vegetation retention.
- Preserving and enhancing the scale and character of individual neighbourhoods.
- Encouraging building and landscape design that promotes privacy, safety and accessibility.
- Facilitating ground-oriented dwelling units that are appropriate for young people, seniors and families.
- Encouraging developments that serve to preserve and enhance any special natural or aesthetic features which help define the identity of the area.
- Promoting development that respects the terrain, vegetation, drainage courses and constraints related to the hillside environment of the site.

2.4 Exemptions

Where a site is located in a designated DPA-2, a Development Permit is not required for:

2.4.1 The construction of a single family dwelling with or without a secondary suite.
2.4.2 interior alterations to a building or structure;
2.4.3 alteration to an existing building that does not require the issuance of abuilding permit such as, but not limited to, siding, roofing, doors, painting or building trim that does not impact the overall form and character of building;
2.4.4 minor renovations involving only partial changes to the exterior of a building, or an addition that is less than 46.5 m² (500 sq. ft.);
2.4.5 accessory buildings, such as sheds, that do not require a building permit; and
2.4.6 replacement of a building that has been destroyed by natural causes in cases where the replacement building is identical to the original in both form and location.

2.5 Intensive Residential Development Guidelines

(Established in accordance with Section 488 (1)(e) of the Local Government Act.)

2.5.1 Neighbourhood Character

- Design projects to reflect a West Coast architectural style and the character of the neighbourhood and the principal dwelling if applicable through similar architectural and landscaping approaches (i.e. respecting building setbacks, height, massing, scale, rooflines, building materials, etc.)

2.5.2 Quality of Design

- Incorporate a high quality of design and architectural detail to all street facing elevations;
- Utilize continuous and consistent building cladding materials, other architectural elements around all sides of buildings using a West Coast style.

2.5.3 Building Character, Siting and Massing

- Building design should generally have a single-family character
- The number of buildings and their siting on a lot and building massing should take advantage of the existing site conditions such as lot size/shape, topography, access, solar exposure and views to produce sensible building forms that are suitable to their context and livable.

2.5.4 Entranceways

- Entrances/front doors should be the dominant feature facing the street, with building articulation by the inclusion of front porches and verandahs.

2.5.5 Unit Configuration

- Dwelling units should be configured in such a way that they provide functional layouts, privacy, private outdoor space, and access to daylight and fresh air.

2.5.6 Accessibility

- Dwelling units should be designed in accordance with the BC Building Code for adaptable dwelling units in order to meet the current and future needs of all residents, and to encourage aging in place.

2.5.7 Daylight and Natural Ventilation

- Every dwelling unit should have at least two exterior walls, preferably opposite each other, to allow natural cross ventilation and access to daylight throughout.

2.5.8 Privacy

- Building placement should consider the privacy of adjacent properties and each individual unit through appropriate placement of windows, location of decks, and any other feature that may infringe upon the privacy of a neighbouring residence.
- Provide visual privacy between units through consideration of size, orientation, and location of windows and private outdoor spaces to avoid overlook of other windows and private outdoor spaces by the use of architectural or landscape elements.
- Consider acoustic privacy by the configuration and location of private outdoor spaces, and provision of wall and floor assemblies designed to resist sound transmission between interior spaces of adjacent dwelling units.

2.5.9 Open Spaces

- Maximize the amount of usable private outdoor space for each dwelling unit. This space should provide sufficient area for typical outdoor activities.
- Private outdoor space should be located, sited and configured to ensure access to daylight and should be screened for privacy by building mass, vegetation, landscape structures, changes in grade where appropriate, or a combination thereof.

2.5.10 Landscaping and Screening

- Provide landscaping in strategic locations to frame building entrances, soften building edges, screen parking areas, break up long facades, enhance privacy between units and maximize stormwater retention.
- Retain existing, healthy, mature trees and vegetation both on site and adjacent to the street.

2.5.12 Retained Existing Buildings

- Buildings proposed for retention should be reviewed to ensure their existing form and location meet the current spatial requirements for emergency access and parking.
- Any retained existing building is required to meet all current applicable zoning regulations.

2.5.13 Pedestrian Access

- Pedestrian access pathways must be provided on-site for access from unit entries to the street, to vehicle parking areas, and to garbage storage areas.
- Pathways should be surfaced with all-weather durable materials that can be adequately maintained (i.e. facilitate snow removal), that are slip-resistant, and free of tripping hazards.

2.5.14 Driveways and Manoeuvring Aisles

- Driveways and manoeuvring aisles should be surfaced with all-weather durable materials that can be adequately maintained (i.e. facilitate snow removal). Large expanses of pavement using single materials should be avoided by integrating other surface treatments such as pavers, stamped concrete etc.
- Pervious materials are encouraged to increase permeability.

2.5.15 Parking

- Minimize the amount of impervious paved surfaces (i.e., share driveways between two dwellings or between the principal dwelling and secondary suite or use pervious paving materials such as grasscrete).
- Surface unenclosed parking spaces with all-weather durable materials that can be adequately maintained (i.e. facilitate snow removal).

2.5.16 Stormwater Management

- Stormwater must be managed on each lot using strategies to minimize runoff through retention and adequate on-site infiltration.

2.5.17 Solid Waste and Recycling

- Developments should provide space for on-site storage of solid waste and recycling, as well as adequate set-out space and locations.
- Every unit should have its own waste storage enclosure and be designed to be wild-life resistant.

2.6 Semi-Detached/Duplex – Two Unit Buildings Development Guidelines

(Established in accordance with Section 488 (1)(f) of the Local Government Act)

2.6.1 General Guidelines

a. Incorporate a high quality of design and architectural detail to all street facing elevations to respond to the local climate.
b. Retain mature vegetation and existing trees when feasible.
c. Incorporate a high quality of landscape design and provide meaningful outdoor spaces that offer privacy, screening and context sensitivity to surrounding neighbours through at grade outdoor spaces.
d. Design diverse building forms that are sensitive to adjacent developments in terms of siting, design, scale, massing and height and contribute to Anmore's semi-rural character.
e. Effectively utilize site topography to step buildings and floor levels to take advantage of the unique potential that a sloped site affords with respect to views and daylight for multiple dwelling units.
f. Limit impermeable surfaces in landscaped areas and open spaces to maximize stormwater infiltration.

2.6.2 Entranceways and Front Elevations

- Entrances/front doors should be the dominant feature facing the street, with building articulation by the inclusion of front porches and verandahs.
- Semi-detached/duplex units should be differentiated by offsetting the front elevations of each unit. Mirror image' facades should be avoided.

2.6.3 Building Character, Siting and Massing

- Building design should incorporate West Coast references while responding to site conditions.
- The number of buildings and their siting on a lot and building massing should take advantage of the existing site conditions such as lot size/shape, topography, access, solar exposure and views to produce sensible building forms that are suitable to their context and livable.

2.6.4 Roof Structures

- Roof structure between units should be varied to highlight unit individuality by the use of dormers, gables and architectural detailing.

2.6.5 Privacy

- Building placement should consider the privacy of adjacent properties and each individual unit through appropriate placement of windows, location of decks, and any other feature that may infringe upon the privacy of a neighbouring residence.
- Provide visual privacy between units through consideration of size, orientation, and location of windows and private outdoor space to avoid overlook of other windows and private outdoor space by the use of architectural or landscape elements.
- Consider acoustic privacy by the configuration and location of private outdoor spaces, and provision of wall and floor assemblies designed to resist sound transmission between interior spaces of adjacent dwelling units.

2.6.6 Open Spaces

- Design all units to have easy and direct access to high quality, private, outdoor amenity space located at grade.
- Private outdoor space should be located, sited and configured to ensure access to daylight and should be screened for privacy by building mass, vegetation, landscape structures, changes in grade where appropriate, or a combination thereof.

2.6.7 Parking

- Parking structures/garages should be located in the rear yard when possible and should be treated similar to the principal building, in terms of design, detailing, materials and colour schemes.
- In cases where parking structures/garages can not be located in the rear yards, parking structures should be located to the side of units and recessed behind the front facade. A parking structure/garage should not occupy more than 50% of the total width of the front facade.

2.7 Townhouse Guidelines (Two or More Residential Buildings)

(Established in accordance with Section 488 (1)(f) of the Local Government Act)

2.7.1 General Guidelines

a. Incorporate a high quality of design and architectural detail to all street facing elevations to respond to the local climate.
b. Retain mature vegetation and existing trees when feasible.
c. Incorporate a high quality of landscape design and provide meaningful outdoor spaces that offer privacy, screening and context sensitivity to surrounding neighbours through at grade outdoor spaces.
d. Design diverse building forms that are sensitive to adjacent developments in terms of siting, design, scale, massing and height and contribute to Anmore's semi-rural character.
e. Effectively utilize site topography to step buildings and floor levels to take advantage of the unique potential that a sloped site affords with respect to views and daylight for multiple dwelling units.
f. Limit impermeable surfaces in landscaped areas and open spaces to maximize stormwater infiltration.

2.7.2 Building Siting

All buildings should be designed in consideration of a West Coast architectural style and be located or configured so as to:

- Maximize natural light penetration into dwelling units.
- Minimize shadow impacts upon adjacent sites and upon common outdoor areas.
- Create or maintain view corridors.
- Promote natural ventilation reducing reliance on mechanical means.
- Maintain a spatial separation that maximizes privacy for all dwelling units.

2.7.3 Entranceways

- Outdoor private entrances to multi-family residential townhouse units should be screened/landscaped in a way that will provide privacy while still allowing sufficient visibility for security considerations.

2.7.4 Topography

- Building placement and design shall consider setting buildings into the hillside and stepping upper storeys back to respect views from the adjacent buildings where feasible.
- Buildings shall be designed to avoid presenting an overly dominant appearance using varying architectural massing, roof line and balcony/terrace design, window treatments, and landscaping to reduce monolithic forms and improve their aesthetic appearance.
- Buildings should be designed to limit the visual impacts associated with development along ridgelines and edges of hillsides greater than 20% slope.

2.7.5 Articulation

- Design facades to articulate individual units while reflecting positive attributes of neighbourhood character.

- Include architectural entrance features such as stoops, porches, shared landings, patios, recessed entries and canopies.

2.7.6 Design Repetition

- Adjacent projects should demonstrate a significant change in features such as roof slopes, size, and location of windows and doors, colours and finish materials. A change of colours or materials alone, or reversing the plan layout, is not sufficient.

2.7.7 Balconies/Decks

- All multi-family residential dwelling units should be provided with private outdoor space in the form of decks, patios, and/or balconies. Screening by means of fencing, landscaping, or both, should be provided between ground-level private outdoor spaces. Balconies sharing a common flank will be provided with a separation of some screening material which provides each balcony with visual privacy.

2.7.8 Rooflines

- Stepped roof lines that scale buildings from major to minor elements are encouraged.
- Buildings with a pitched roofline should have a minimum slope of 5 in 12. The pitched roof should extend for the full length of the building and may include false mansards or parapets.

2.7.9 Privacy

- Building placement should consider the privacy of adjacent properties and each individual unit through appropriate placement of windows, location of decks, and any other feature that may infringe upon the privacy of a neighbouring residence.
- Provide visual privacy between units through consideration of size, orientation, and location of windows and private outdoor space to avoid overlook of other windows and private outdoor space by the use of architectural or landscape elements.
- Consider acoustic privacy by the configuration and location of private outdoor spaces, and provision of wall and floor assemblies designed to resist sound transmission between interior spaces of adjacent dwelling units.

2.7.10 Tree Removal, Clearing and Grading

- Limit tree removal, vegetation clearing, stripping of top-soils, and bulk grading, to the extent required by each development phase.
- Recognize the existing topographic conditions and locate development and infrastructure - including building layouts and roads - in a manner that manages the need for significant cuts and fills.
- Where practical, avoid large cuts/fills to create ‘build-able lots’ or flat yards.
- Where possible, design final lot grades to mimic the natural slope thereby limiting use of retaining walls.
- Consider use of single loaded streets or split lanes with narrow roads to avoid scenic features and reduce grading.

2.7.11 Slope Retention

- Utilize stepped building foundations and terraced retaining walls to manage lot grade changes.
- Integrate retaining structures with the onsite architectural character to reduce slope disturbance.
- Design road, driveway, and retaining walls to conform to the natural terrain where possible. Retaining walls to remain in private ownership where practical.
- Avoid uniform retaining walls or mitigate with mature landscaping.

2.7.12 Lighting

- Lighting should be designed, both outside and inside developments to minimize glare and preserve the ambiance of the night sky.

2.7.13 Children's Play Area

- Projects with more that 20 units should provide an outdoor play area onsite for children. This area should be located so that it receives surveillance from several units and is fenced. Children's play areas should include play equipment, to the satisfaction of the village and seating for adults who are supervising.

2.7.14 Parking Areas

- Parking areas should be integrated with the topography where feasible consisting of a series of smaller parking areas, screened through landscape design to establish a pedestrian-friendly environment while reducing the visual impact of surface parking areas.
- Where feasible, parking and loading areas shall be to the rear of the front-face of buildings. And preferably enclosed within a structure.
- Surface parking may not be accommodated between the property line and the front face of the building where a pedestrian environment is intended. When it is necessary that surface parking be located along a pedestrian walkway, or roadway, it should be adequately screened by solid fencing or landscaping, or a combination of the two.
- Surface parking areas should be paved, appropriately marked, and drained. Large expanses of pavement using a single paving material is to be avoided and, to this end, will require other treatments such as pavers, stamped concrete, concrete bands. Permeable materials and treatments such as grasscrete and paving stones are encouraged.
- Low impact rainwater control measures shall be integrated into paving treatments and landscape design to encourage detention and improve water quality.

2.7.15 Circulation and Access

a. Universal accessibility
   - Wherever possible, all common areas of a multi-residential development site are to be accessible to persons with physical disabilities. To this end, all site furnishings such as lighting, bollards, signage, guardrails and seating are to be located so as to not impede access.

b. Access to natural amenity areas
   - Wherever development occurs adjacent to a public open space, ravine, watercourse or other natural amenity, a pathway or other means of access from the subject site to these areas should

be provided. Bollard fencing should be used to delineate the public green areas from private development.

c. Lighting
   - On site lighting of walkways, parking lots, common areas, and public entranceways should be accomplished by means of lamp standards or light bollards which contribute to a consistency in design character throughout the site. Site lighting shall be of a design which prevents "light-spill" onto adjacent properties, and into the bedroom areas of dwelling units on the site.

d. Pedestrian pathways
   - Public open space and pedestrian walkway linkages to adjacent neighbourhoods (to complement recreational opportunities and reduce automobile dependence) shall be encouraged that favours pedestrian movement.

2.7.16 Pedestrian Safety and Access

- Safe pedestrian routes shall be provided to link multi-unit residential developments to and through existing neighbourhoods, parks and neighbourhood destinations.
- Pedestrian sidewalks and pathways should provide direct/convenient connections between building entrances, parking areas and sidewalks/pathways of adjacent streets.
- Sidewalks and parking areas should be designed according to barrier free access standards.

2.7.17 Solid Waste and Recycling Areas

- Development site plans should include solid waste pick-up and bin storage areas.

2.7.18 Location of Solid Waste and Recycling Areas

The location of garbage and recycling storage spaces should:

- Be located in an area such that noise and odour impacts to building occupants and neighbouring properties are minimized.
- Not impede vehicle or pedestrian access on , drive aisles, parking stalls, or other publicly owned rights-of-way.
- Not be located in the required front yard setback.
- Be designed to be wildlife resistant.

2.7.19 Snow Removal and Snow Storage

The design and consideration of roads should consider snow removal.

3. Development Permit Area 3 (DPA-3): Protection of the Natural Environment

3.1 Category

Areas coloured blue on Map 4 : Protection of the Natural Environment are to be designated Development Permit Areas (DPA-3) as per the Local Government Act Section 488(1)(a) for the purpose of protecting the natural environment, its ecosystems and biological diversity from development.

3.2 Justification

Specifically, DP Area 3 has been established to protect the features, functions and conditions that are vital in the natural maintenance of stream health and productivity, core elements of Anmore's rural character in accordance with the Riparian Areas Protection Regulation (RAPR).

The guidelines for the Watercourse Protection Development Permit Area, consistent with the requirements of the Province's Riparian Areas Regulation (RAR), are to be contained in the Village's Zoning Bylaw.

DP Area 3 as illustrated on Map 4 has been established to encompass the RAPR Assessment Area, generally 30 metres from the top-of-bank of a stream or ravine. In some instances, the illustrated protection area may extend beyond 30 metres to allow for variances in ravine width.

3.3 Objectives

The Protection of the Natural Environment DPA-3 has been established to:

a) protect the features, functions and conditions that are vital in the natural maintenance of stream health and productivity, core elements of Anmore's rural character;
b) provide natural amenities in the community; and
c) enhance public safety.

These objectives form the basis for design guidelines to be applied to all properties within DPA 3.

3.4 Activities that require a development permit

Given that the OCP designates those lands shown on Map 4 as a Development Permit Area, the following prohibitions apply unless an exemption under Section 488 (4) of the Local Government Act applies or the owner first obtains a development permit under this section:

a) land within the area must not be subdivided

b) construction of, addition to or alteration of a building or other structure must not be started

c) land within an area designated under section 488 (1) (a) must not be altered.

3.5 Exemption

A Development Permit is not required for activities set out in section 489 of the Local Government Act on a parcel that is in the area shown in blue on Map 4 where the following requirements are provided to the satisfaction of the Village:

1. A site plan prepared by a Registered BC Land Surveyor is provided showing the location of the natural boundary of all existing watercourses on the parcel;

2. A Simple Assessment has been prepared by a Qualified Environmental Professional in accordance with the Riparian Areas Protection Regulation (B.C. Reg. 178/2019, as amended) shows that the activities under section 489 of the Local Government Act will not occur within the riparian assessment area of the parcel as established under the Riparian Areas Protection Regulation; and

3. No activities under section 489 of the Local Government Act occur on that part of the parcel within the riparian assessment area.

3.6 Protection of Natural Environment Guidelines

Should a development permit be required the following guidelines are provided:

3.6.1 Applications should meet the requirements of the Fisheries Act, Water Sustainability Act, and Riparian Areas Protection Regulation, and comply with the laws, regulations and best management practices for all changes in and about a watercourse, stream, or wetland (including isolated watercourses/wetlands). For instream works, specific standards and best practices will apply as established by senior agencies. Where work requires notification or authorized approvals, it must meet the conditions prescribed by these agencies, including adherence to any appropriate timing windows that are in effect at the time to protect fish habitat.

3.6.2 Design any water management or other engineering structures that may affect fish habitat or populations to maintain or improve the fisheries values. New or rebuilt culverts should be fish passable.

3.6.3 Maintain or improve the Riparian Zone to be consistent with the provisions of the Riparian Areas Protection Regulation. A Habitat Restoration Plan is required and may include measures as follows:

a. Stabilize streambanks.
b. Provide adequate shade to moderate water temperatures.
c. Provide leaf litter and insect drop for fish food.
d. Sustain the natural capture of runoff water to maintain water quality.
e. Maximize infiltration and intercept precipitation to moderate runoff contributions to stream flows. vi. Provide logs, snags, and root wads to provide habitat within and adjacent to stream channels.
f. Remove invasive species and noxious weeds in accordance with an Invasive Species Management Plan where appropriate.
g. Plant native vegetation to restore riparian areas.
h. Maintenance and monitoring to ensure successful restoration.

3.6.4 Minimize the extent of impervious areas to promote groundwater infiltration and reduce stormwater runoff into the riparian assessment area.

3.6.5 Do not drain rainwater from developed areas directly into the riparian setback area and watercourses. Rainwater will be managed on site with a focus on infiltration or detention approaches to management.

3.6.6 Minimize alteration of the contours of the land outside the areas approved for buildings, structures, and site accesses by minimizing the deposit of fill and the removal of soil.

3.6.7 Prepare a BCLS survey plan that identifies the top of bank of the stream, top of ravine bank, and high-water mark, in relation to the property lines and existing and proposed development.

3.6.8 Install temporary fencing and signage to prevent encroachment into the Riparian protection Zone during construction. Vegetation within riparian protection zone shall remain undisturbed.

3.6.9 Restore and replace native vegetation in areas where riparian corridor disturbances are unavoidable (e.g., repairs to municipal or other services), after the work has been completed in accordance with best management practices and/ or senior agency requirements.

3.6.11 Install permanent post and rail fences with signage and/or vegetation that deters encroachment along all protected areas and related covenant boundaries to discourage human access. Vegetation within protected/covenant areas shall remain undisturbed.

3.6.12 Install educational signage along the temporary and permanent protection fences at regular intervals indicating that the area is environmentally sensitive.

3.6.13 Plan, locate and construct trails in a manner consistent with best management practices that respect environmental protection, including:

a. Avoiding removal or damage to trees and minimizing vegetation loss.
b. Avoiding trails on or near steep or unstable slopes or within other sensitive areas.
c. Trails should not alter the natural drainage of the area.
d. Limiting trail widths to a maximum of 2 metres and ensure stream crossings are perpendicular to the channel.
e. Installing trail surface materials that are inert and clean. Avoid the use of wood waste materials (e.g., bark mulch, hog fuel), limestone and asphalt on new trails in riparian corridors where possible.

4. Development Permit Area 4 (DPA-4): Protection of Development from Hazardous Conditions – (Steep Slopes)

4.1 Category

Pursuant to subsection 488 (1)(b) of the Local Government Act, the purpose of this designation is to protect development from hazardous conditions specified in Section 491(2)(a) of the Local Government Act.

4.2 Justification

Protection of Development from Hazardous Conditions (Steep Slopes) is applicable to all properties identified on Map 5 of Appendix 2. DPA-4 is applied to protect development from hazards such as flooding, mud flows, torrents of debris, land slip, rock falls, or subsidence when associated with Steep Slopes as defined in these guidelines.

4.3 Objectives

The objectives for Development Permit Area 4 are to:

a) Reduce the possibility of property damage, personal injury and death that may be associated with new development in areas at risk from the identified natural hazards.
b) Ensure that development applications in such areas include identification of specific risks and analysis of those risks at the subject site, prepared by a qualified professional engineer or professional geoscientist with demonstrated expertise and experience in geotechnical study and geohazard assessments.
c) Ensure that appropriate conditions are set for such development so as to reduce the degree of risk.

These objectives provide the basis for guidelines which shall apply to certain types of development applications on sites falling within the boundaries of Development Permit Area 4.

4.4 Steep Slopes Definition

Steep slopes are defined as lands that have a slope angle of 20% (11°) or greater for a minimum horizontal distance of 10 metres. Schedule E of the Official Community Plan and Map 5 of Appendix 2 show those lands with slopes greater than 20%. More detailed slope analysis may be necessary in order to confirm site specific slope characteristics.

4.5 Exemptions

A development permit is not required in the following circumstances:

a. interior alterations to existing buildings;
b. exterior alterations to existing buildings that do not exceed 9.29 m2 (100 sq. ft.);
c. construction of uninhabited accessory buildings of 10m² (107 ft²) or less in size, where no excavation or filling is required; and
d. emergency actions (such as flood protection, erosion protection, clearing of obstructions or removal of dangerous trees) required to prevent, control or reduce an immediate threat to life, to public property or private property.

4.6. Protection of Development from Hazardous Conditions – Steep Slope Guidelines

4.6.1 Geotechnical Report Submission

Where an applicable development application is made on any site or a portion of a site which exceeds 20% (11°) slope, consideration of the application shall be subject to submission of a geotechnical report, prepared by a qualified professional engineer or geoscientist who is registered or licenced in good standing with Engineers and Geoscientists BC, with demonstrated expertise in geotechnical study and geohazard assessments, analyzing site conditions and setting conditions for the safe use of the site, including as appropriate:

a. the results of slope stability analyses;
b. presentation of hazards, consequences and risks associated with the proposed development in a clear manner;
c. identification of mitigation measures necessary to verify the land may be used safely for the use intended;
d. setbacks from the toe and crest of steeper slopes, for buildings, structures and fills;
e. prescriptions for the manner of excavation and placement of fill, and supervision thereof;
f. the design, siting and maintenance of buildings, structures or works, including drainage and soil retaining works;
g. the maintenance or planting of vegetation;
h. confirmation that the site is safe for the intended purpose of the land and may be relied upon by the Village of Anmore in considering a development permit application under section 488 of the *Local Government Act* for lands within DPA-4;
i. an assessment of how the development, its grading, and any recommended mitigative measures will affect the level of risk to other nearby properties
j. a construction management plan and a two-year post construction monitoring plan to determine any ground subsidence or lateral movement that may occur; and
k. any other conditions determined by the village.

4.6.2 Requirement for Additional Information

Additional inventory, assessment and planning requirements may be needed as part of an application for development within areas identified within DP-4.

These could include but are not limited to:

a. An environmental assessment;
b. A grading plan;
c. A tree and vegetation retention plan;
d. A storm water management plan;
e. An erosion and sediment control plan

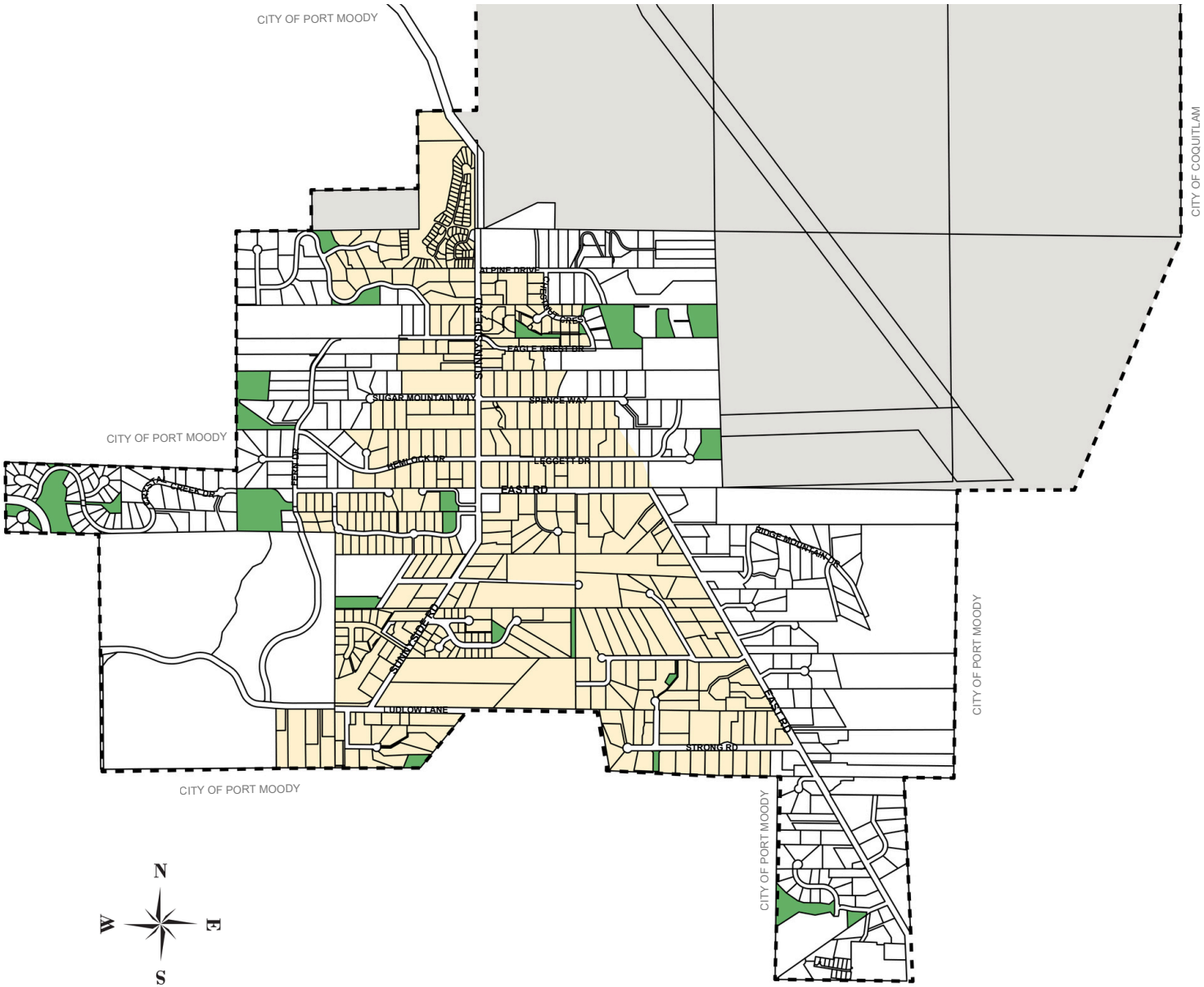
4.6.3 Vegetation Removal and Retention

a. Where a development permit application is required , no clearing of trees/vegetation and no construction of earthworks shall be undertaken for the proposed development before development plans have been approved by the Village.
b. Development on steep slopes shall take place in a manner which maximizes the retention of existing vegetation.

4.6.4 Submission of a Registerable Covenant

Approval of a development permit in DP-4 shall be subject to submission of a registerable covenant in favour of the Village and executed by the owner of the land, whereby the owner agrees to use the land only in accordance with the conditions of the approval and of the geotechnical report, and to save the Village harmless from any damages as a result of the approval.

MAP 2: DEVELOPMENT PERMIT AREA - 1 (INTENSIVE RESIDENTIAL DEVELOPMENT)



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LEGEND

- Parks
- Municipal Boundary
- Intensive Residential Development Permit Area

VILLAGE OF ANMORE

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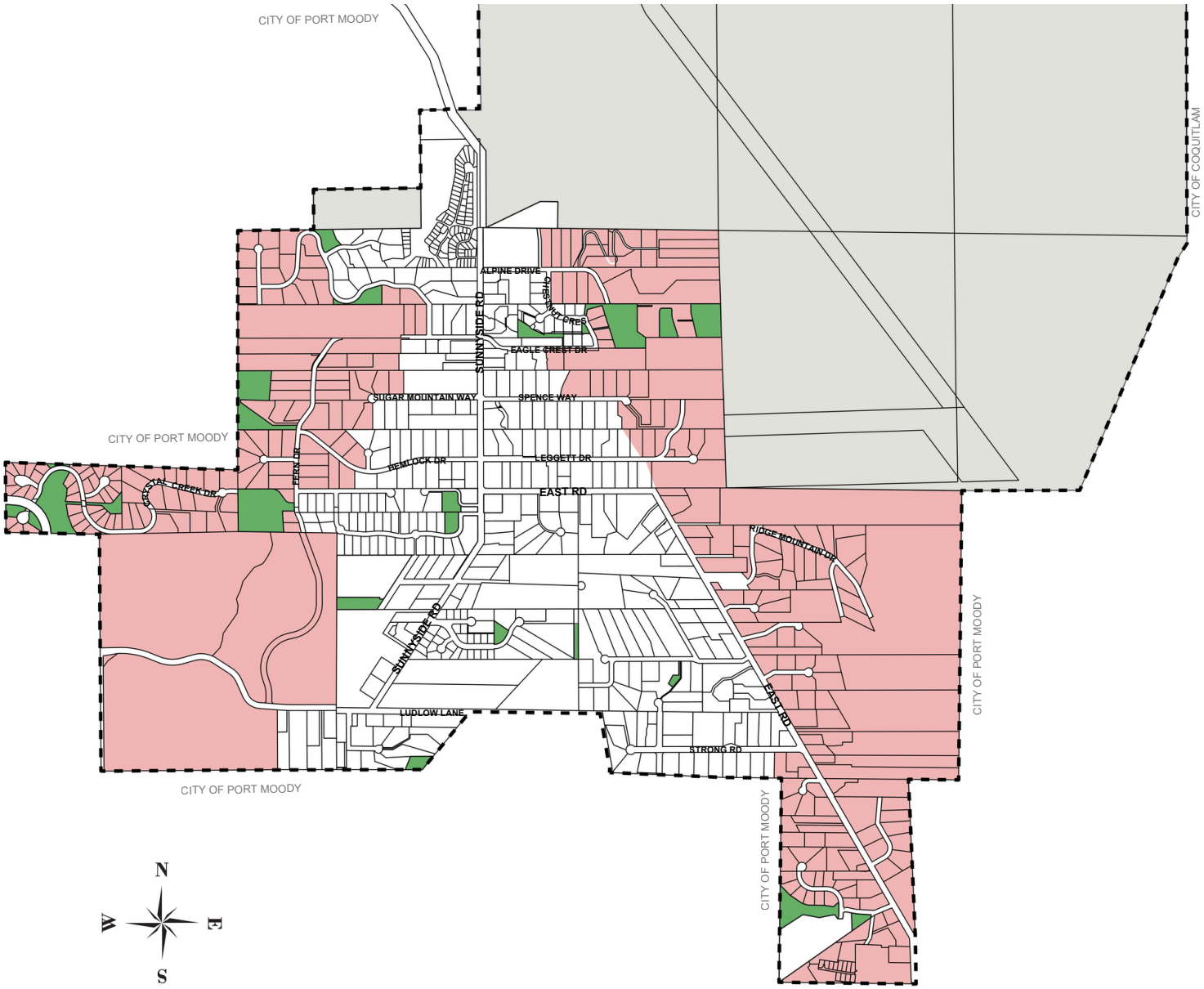
MAP 3: DEVELOPMENT PERMIT AREA - 2 (HILLSIDE RESIDENTIAL)



LEGEND

- Parks
- Municipal Boundary
- Hillside Residential Development Permit Area

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0 0.5 1 kilometers
0 100 200 500 1000 meters

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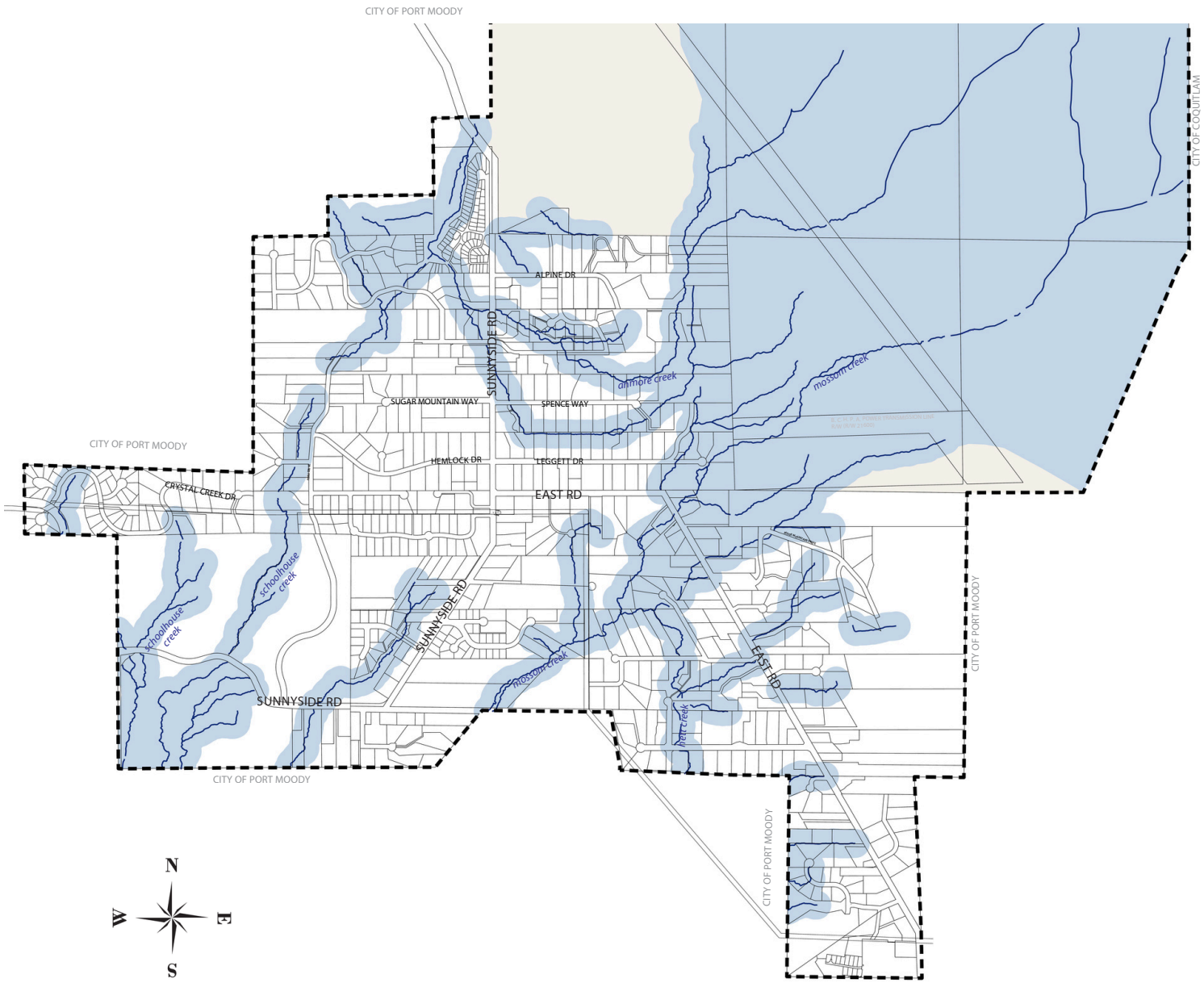
MAP 4: DEVELOPMENT PERMIT AREA - 3 (PROTECTION OF THE NATURAL ENVIRONMENT)



LEGEND

- Watercourses
- Watercourse Protection Area
- Municipal Boundary
- Right of Way

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0 100 200 500 1000 meters

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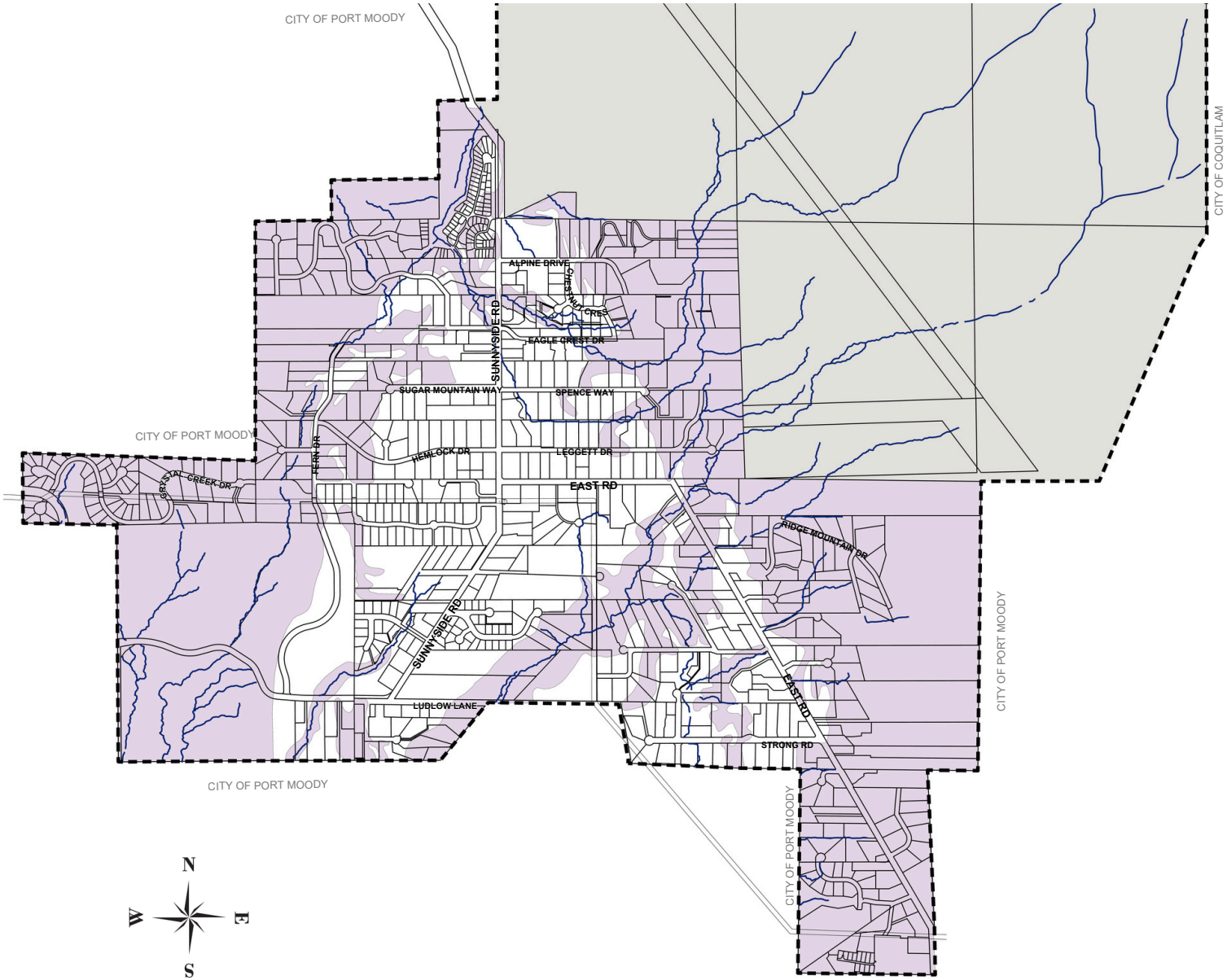
MAP 5: DEVELOPMENT PERMIT AREA - 4 (PROTECTION OF DEVELOPMENT FROM HAZARDOUS CONDITIONS - STEEP SLOPES)



LEGEND

- Protection of Development from Hazardous Conditions - Steep Slopes (equal to or greater than 20% slope)
- Watercourses
- Municipal Boundary

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0 100 200 500 1000 meters

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